Vol. 12 No. 7 January, 1970

Transit-Times

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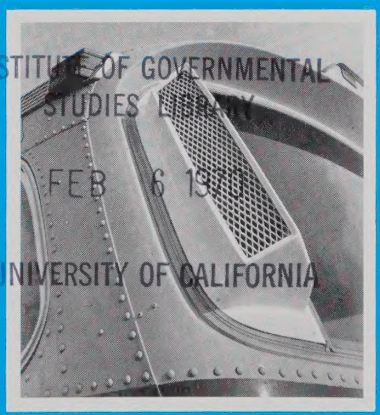
District launches New attack on Air pollution



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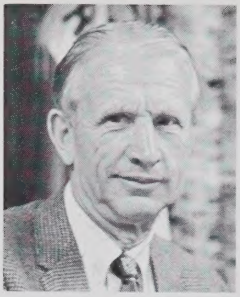
More people out of cars;
Improved bus exhaust system



William E. Berk

E. Guy Warren

Officers re-elected to Head transit board

William E. Berk was re-elected president of AC Transit Board of Directors this month, in a period when the District is actively moving toward reduction of air pollution by attracting more people from cars to public transit.

Re-elected as vice-president was E. Guy Warren, veteran board member, civic leader and trucking executive.

Berk heads up efforts to develop greater operating efficiencies, while emphasizing the continued improvement of transit services, to lure as many riders as possible from cars to buses.

Prime importance also will be given in the year ahead to efficient coordination of mass transportation systems, to best serve the needs of the people.

Berk has been a member of the board for nine years, representing west Contra Costa County.

A plumbing contractor, he is prominent in housing, building and contracting associations, as well as civic and social groups. He is a director of Columbus Founders Savings and Loan Assn.

Warren was apointed to the board in June, 1961, representing southern Alameda County. Owner of Warren Transportation Co., he played an important role in establishment of the State College at Hayward. He is a trustee of California State Colleges.

Warren was instrumental in formation of the District and passage of the bond issue which put it in business.

Operating economies Expected from new Computerized program

A computerized program, to reduce costs and improve operating efficiency, will be tested by AC Transit in partnership with the Federal government.

The program initially will involve servicing and maintenance of coaches and inventory and stores.

It will employ the latest of electronic equipment and computer programming to collect, analyze and report data valuable for management decisions on dispatching buses and tighter control of maintenance costs. It also is designed to improve control of inventory and stores and hopefully will reduce total on-hand inventory.

A Federal grant for $180,242 is covering two-thirds of estimated project costs of $270,364. The project will take full advantage of a government-funded program underway at Kent State University, Kent. O., to develop an overall computer system for all phases of bus transit operation.

The project involves installation of on-site electronic data collection equipment, from which information will be fed into a computer for processing and print-out of various analytical reports.

The equipment will replace manual procedures and permit accumulation of additional information now too costly to compile.

For the first time, total maintenance and service expense of each individual coach will be available, leading to operating economies through more effective dispatching of buses.

The program also is expected to cut labor costs in stores and reduce money tied up in inventory.

First services are expected to be in operation by April 1.

For cleaner air

District moves ahead in smog fight

Efforts to reduce air pollution were accelerated by the District this month with emphasis on these fronts:

• Testing of new types of propulsion systems and devices, including an anti-smog kit, to reduce to zero the minimal amount of pollution now attributed to diesel-burning buses.

• Stepped-up activity to increase bus riding, since each coach full of passengers removes 40 to 45 cars from streets—and automobiles cause between 75 and 90 percent of air pollution.

Although District equipment is well within local exhaust control standards, AC Transit is looking at other propulsion systems or methods which might erase deadly smog, it was pointed out by Alan L. Bingham, general manager.

Anti-smog kit

One major step will be the testing of a new diesel engine converter kit on four different types of buses this year.

The EIP (Environment Improvement Program) package has been developed by General Motors Corp., in cooperation with the U.S. Department of Transportation.

The modified engine and exhaust system is expected to offer substantial improvements in eliminating pollutants, smoke, noise and odor. It achieves these low noise and low pollution qualities by means of a needle injector valve, catalytic muffler, air induction system located in rear window, and rubber engine mountings.

The combined package is expected to reduce hydrocarbons by up to 90 percent, carbon monoxide by 30 percent and nitrous oxides by 17 percent.

Looking into the future of new, smog-free propulsion systems, the District is participating in a federally-financed steam engine test and also is keenly interested in electric power.

"However, the most immediate new power plant on the horizon is the gas turbine engine," Bingham said. "General Motors expects to be in production with the gas turbine in two years.

"At the same time, they also expect to turn out a gas turbine engine conversion system, so existing equipment can be changed over."

Clean exhaust

Bingham pointed out the District uses the highest quality of fuel available and keeps rigid preventative maintenance schedules, with result coaches burn relatively clean exhaust.

"Without a sound preventative maintenance program, anything we did would be of little consequence," Bingham said.

"As it is, public transit can play an important role in reducing peak-hour congestion and helping to clean up air," the transit executive pointed out.

By dipping into neighborhoods, then taking to freeways for a fast, direct ride, District buses are able to provide the type of service that competes favorably with the private automobile.

"Everybody who is caught in congestion, like the daily traffic jam on the Bay Bridge, knows that air pollution is not a laughing matter, but a serious threat to the health of the area.

"Ridership on AC Transit buses has increased 20 percent since 1960. On the Bay Bridge, buses carry nearly 50 percent of riders now crossing in commute hours.

"We are trying to increase this proportion, upgrading service, expanding into new neighborhoods and adding additional express buses."

Bingham also pointed out close and effective coordination with the future Bay Area Rapid Transit network was vital, to provide greater convenience and encourage use of public transit.

LOWER FARE—Bus driver E. L. McAdams beams as Mrs. J. C. Graham of San Leandro takes advantage of new 10-cent fare.

Public Information Manager Appointed

Mrs. Virginia Dennison was appointed public information manager for the District this month, becoming one of the first women transportation executives in the industry.

Mrs. Dennison was named to the post by Alan L. Bingham, general manager. She succeeds Dennis J. O'Connor, who resigned to become director of communications for a LaJolla investment firm.

A former bay area newspaer woman, Mrs. Dennison has been with the transit district over nine years, serving as assistant public information manager and news bureau manager. She also is editor of Transit Times.

Mrs. Dennison previously worked for the Oakland Tribune, San Francisco Chronicle, San Francisco Examiner and newspapers in Richmond and Pittsburg. She was editor of the Oakland Tribune motor journey series before leaving the newspaper to write a history of East Bay transportation for the District in 1960.

She lives at 20 Marston Rd., Orinda.

Oldsters enjoy Low bus fare

It was good news for elderly residents this month—and warm thanks for AC Transit—as senior citizens took advantage of a 10-cent fare on East Bay buses during non-peak hours.

"It is just wonderful," one woman wrote. "Happiness is doing for others."

As letters and phone calls accumulated, it was evident that many oldsters were grateful for the lower fare.

"Now one doesn't have to sit on the benches in place of taking a ride on the bus," one senior citizen said.

Economically, the reduced transit fares are important to persons on old age security, who receive only a small amount for transportation allowance. The basic East Bay adult fare is 25 cents.

"You bet I had to pinch pennies to make the bus," one 73-year-old wrote. "I can't carry too much groceries at one time and it was hard for me to save enough money to ride the bus to a store where I could get cheaper food . . ."

Bus operators reported a banner number of oldsters riding buses during the early part of the month, with major lines showing as much as a 50 percent increase in elderly passengers. With rainy weather, however, riding returned to normal.

A survey, taken before the reduced fare program went into effect Jan. 1, showed the lower rate must attract 150 percent more riders this year to prevent serious revenue loss.

The survey of adult riders on East Bay lines showed an average 12,104 fares collected from elderly persons per day. If senior citizen riding continued at the same rate during the year-long experiment, AC Transit stands to lose $568.626 from the fare reduction.

Oldsters seeking the lower fare contending riding would increase enough to make up for the revenue loss.

TOP RECORDS–Drivers C. R. Bosted, Jr., center and E. J. McCann, receive jeweled gold lapel pins from R. M. Detloff, superintendent, Seminary Division. Their shoulder patches will designate 21 years of driving without an "at fault" record, tops for District. Five others had 20 years of safe operations.

SAFE DRIVERS–Dale Goodman, superintendent at Emeryville Division, gives 20-year pins and shoulder patches to, from left: A. G. Engle, E. A. Bigler, W. L. Smith and L. L. Boardman. Another winner, L. G. Babo, is not in photo.

RICHMOND PROS–20-year safe driving records are sported by, from left: J. A. Hunt, H. H. Deimler, A. G. Leigh and O. C. Stalker. They received awards from N. P. Alevizos, right, superintendent.

Over 1,000 AC Transit operators–most of the driving team–wore a "well-patched" look this month, proudly sporting shoulder emblems which designated their safe driving record.

Over 275 drivers also received jeweled gold pins, proclaiming five-year periods without an at-fault accident.

Superintendents at each division made the presentations, kicking off a new safety recognition program.

Drivers now qualify for three shoulder emblems after 12 consecutive months at the wheel without an at-fault accident. They also receive a wallet-sized certificate, showing years of safe operation and qualification date. The jeweled pins are given for five-year periods, with different stone combinations indicating the total.

The program takes into account the records of drivers for past three years. Another recognition plan was in operation before 1967.

Names of qualifying drivers are posted at each division, on basis of records kept by the District computer.

Cost of living benefit boosts wages

Wages for 1400 bus drivers and other union workers went up another seven cents an hour Jan. 4, as result of the third cost of living adjustment. Non-union employees received an equivalent increase of 1.8 percent.

The new allowance will total $125,500 during remainder of the current fiscal year.

The adjustment brought the wages of bus operators to $4.14 an hour. Class A mechanics, with the new benefit, have a wage of $4.83 an hour.

The increase brings cost of living adjustments to 23 cents an hour since initial increase a year ago.

Wages and fringe benefits, including new allowance, cost the District an average $6.51 per hour, according to Alan L. Bingham, general manager.

The "Old Ladies Comfort"

A photograph of one of Oakland's most unusual trolley cars has been added to AC Transit's historical collection by Ray Laughrey, insurance and investment executive.

Laughrey found the picture, taken in 1908, as he was closing his home to leave on a trip around the world.

He's in the photograph as a young lad in knickers, standing with his mother, Mrs. Effie Laughrey, on the left, and his grandmother, Mrs. Myra Dishman.

The photo shows one of the cars of the West 12th Street line, known to its riders as the "Old Lady's Comfort."

The trolley was depressed in the middle so ladies, with their long, cumbersome skirts, need take only one upward step to board.

The open middle section had seats which faced outward and was much in favor with women riders. However, during rainy weather, umbrellas were needed for protection against the elements, according to Vernon Sappers, railway historian.

It was possible, of course, to enter closed elevated sections at either end, but this required two more steps.

Ten such cars were built in the Key System's Emeryville shops in 1905 and were called "Kelly" cars after their designer, W. F. Kelly, general superintendent, Sappers said.

The Laughrey photo was taken at 12th and Chestnut Streets, long before the street was paved. Laughrey remembers the motorman as "polite and nice. If he saw us coming he would stop and wait in front of our house.

The street car line was an antecedent of the District's present Line 88 and then, as now, operated to the Southern Pacific's 16th Street depot. Today it operates from Berkeley; originally it connected the elegant Victorian section of west Oakland with downtown Oakland at 12th and Broadway.

Built as the Central Ave. Railway in 1893, the electric road was one of the first three lines to be consolidated by F. M. "Borax" Smith into the Oakland Transit Co. in 1898. The original car house was at 12th and Kirkham St.

Share of use tax Distributed to cities

The local share of the use tax paid by AC Transit on its recent purchase of 45 new buses has been distributed among cities and unincorporated territory in the East Bay.

One percent of the tax was distributed, on basis of mileage traveled in respective areas, under an unusual arrangement approved by the State Board of Equalization. The other four percent of the paid use tax goes to the State.

The cities' share amounts to: Emeryville, $228.58; Oakland, $6,914.09; Berkeley, $1,450.42; Albany, $249.36; El Cerrito, $380.96; Richmond, $907.38; Alameda, $676.03; Piedmont, $120.52; San Leandro, $935.08; Hayward, $761.92; San Pablo, $191.17; unincorporated, Contra Costa County, $234.12; unincorporated, Alameda County, $803.48.

Driver scores with gospel music

A wide, wide world of fame and travel may have opened for Seminary Division bus driver Milton Starks.

Starks, 32, is a member of the Tones of Faith, a music sextette highly diversified in their artistry.

The gospel singers, who have vowed to dedicate themselves to religious music, have been invited to join another gospel singer, Mahalia Jackson, for concerts and recordings.

The singer heard them at her performance at Oakland Coliseum and had them do six numbers. Starks, who plays the steel guitar, was featured in a solo.

Miss Jackson decided they fit the demands she needs in her work and asked them to join her in future concerts, in the United States and possibly in Europe.

Starks said he started playing the Spanish guitar in 1957 because "I just love music. Then I taught myself the steel guitar about 1963."

A former bus driver in Louisiana, Starks went to work for AC Transit eight years ago. He drove on Line 83 for some time, but now is working transbay Line R from San Leandro in the morning and Line R-Fairway Park in the afternoon, with a school trip in between.

He also finds time to serve as Youth president, assistant Sunday School superintendent and church secretary at the Oakland Prayer Church of God in Christ.

He joined the Tones of Faith two years ago after they invited him to "practice" with them—then to stay. To date, the group was recorded "O Happy Day" and "I Come to Praise His name."

They describe their music as "real gospel"—the forerunner of jazz, the "blues" and rock and roll.

Central dispatcher promoted to new post

Robert J. Shamoon, 42, has been appointed to a newly created labor and industrial post, in line with management trainee policy.

R. J. Shamoon

As labor relations analyzer in the Personnel Department, Shamoon has duties covering personnel functions, the health and welfare program and labor relations problems. He had been one of the "eyes and ears" of Central Dispatch since 1968.

Shamoon, of 569 Ginger Ave., Hayward, joined Key System Transit Lines as a bus driver in 1954. He became a dispatcher at Seminary Division in 1957 and a supervisor in 1962. In his spare time, Shamoon hunts deer, elk and bear in Montana. He's also a trap shooter and a bowler.

Emeryville drivers on top

Emeryville drivers topped the safety goal in December with a tally of 13,269 miles per accident.

NEW EMPLOYEES

The District welcomed these new workers in October, November and December.

L. ABRAHAMSON
Transportation
DIVISION 4

L. BARTHOLOMEW
Transportation
DIVISION 4

L. M. BRYANT
Transportation
DIVISION 3

B. J. BUCKLEY
Transit Information
DIVISION 2

C. C. CAMPBELL
Transportation
DIVISION 4

A. L. COVINGTON
Transportation
DIVISION 4

V. R. CRUZ
Transportation
DIVISION 3

C. M. DANIELL
Transportation
DIVISION 2

C. A. DAWSON
Transportation
DIVISION 2

J. R. DeBOSE
Transportation
Division 4

M. E. ENGLISH
Transportation
DIVISION 2

W. G. GAMLEN
Transportation
DIVISION 4

DONALD GETRIDGE
Transportation
DIVISION 2

C. H. HAMPTON
Transportation
DIVISION 4

C. D. HARRIS
Transportation
DIVISION 2

G. A. HINE
Maintenance
DIVISION 2

W. C. JONES
Transportation
DIVISION 4

E. G. KIRKSEY
Transportation
DIVISION 2

M. L. LEE
Transportation
DIVISION 2

H. L. LOFTIN
Transportation
DIVISION 2

R. J. LYALL
Transportation
DIVISION 2

L. M. MARCHAND
Transportation
DIVISION 2

E. P. MERSICH
Maintenance
DIVISION 2

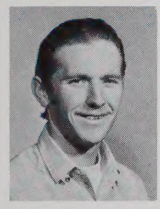
D. R. MONROE
Transportation
DIVISION 4

J. L. MOORE
Legal Department
GENERAL OFFICE

R. E. MOORE
Transit Information
DIVISION 2

M. W. MORGAN
Transportation
DIVISION 2

A. J. MUNDER
Maintenance
DIVISION 2



D. B. OBRAY
Maintenance
DIVISION 4

C. F. ODEN
Transportation
DIVISION 4

DANIEL PADILLA
Transportation
DIVISION 4

R. L. PELTON
Transportation
DIVISION 3

J. J. PESTON
Transportation
DIVISION 4

P. F. PICCHI
Transit Information
DIVISION 2

G. E. POZNIK
Transportation
DIVISION 2

D. S. PRATT
Transportation
DIVISION 2

C. M. PRYOR
Transportation
DIVISION 2

J. A. ROBINSON
Transportation
DIVISION 2

S. L. RODRIGUEZ
Public Information
GENERAL OFFICE

K. E. THOMPSON
Transportation
DIVISION 2

P. J. TORRES
Transportation
DIVISION 4

ALTON WHEELER JR.
Transportation
DIVISION 4

RONNIE WILLIAMS
Transportation
DIVISION 2

N. T. WILSON
Transportation
DIVISION 4

SYLVESTER WOODS
Transportation
DIVISION 2

"THE BRASS"—Officers of the AC Transit Management Association include, at left: John Krajcar, treasurer; Robert Shamoon, president; Don Larson, secretary, and Joe Galindo, vice president. Talking "shop" at right are: George Ziegenfuss, chairman of organizing committee and elected governor; Lou Bailey, governor; Alan L. Bingham, general manager, and Billy Lyle, governor. Les Minear, also a governor, is missing from picture.

Management group

Spouses (or friends) will be guests at a Valentine dinner planned by the new AC Transit Management Association on Feb. 13 to mark Valentine Day in appropriate "hearts and flowers" manner.

The association, organized to give supervisory personnel an opportunity to meet and discuss mutual interests, rolled off in high after a meeting in December.

Elected as officers were: Robert J. Shamoon, president; Joe M. Galindo, vice president; Don S. Larson, secretary; John A. Krajcar, treasurer.

Board of governors includes George W. Ziegenfuss and Billy S. Lyle, one-year terms; Les H. Minear and Lou V. Bailey, two-year terms. The past president also will become a board member for a one-year term.

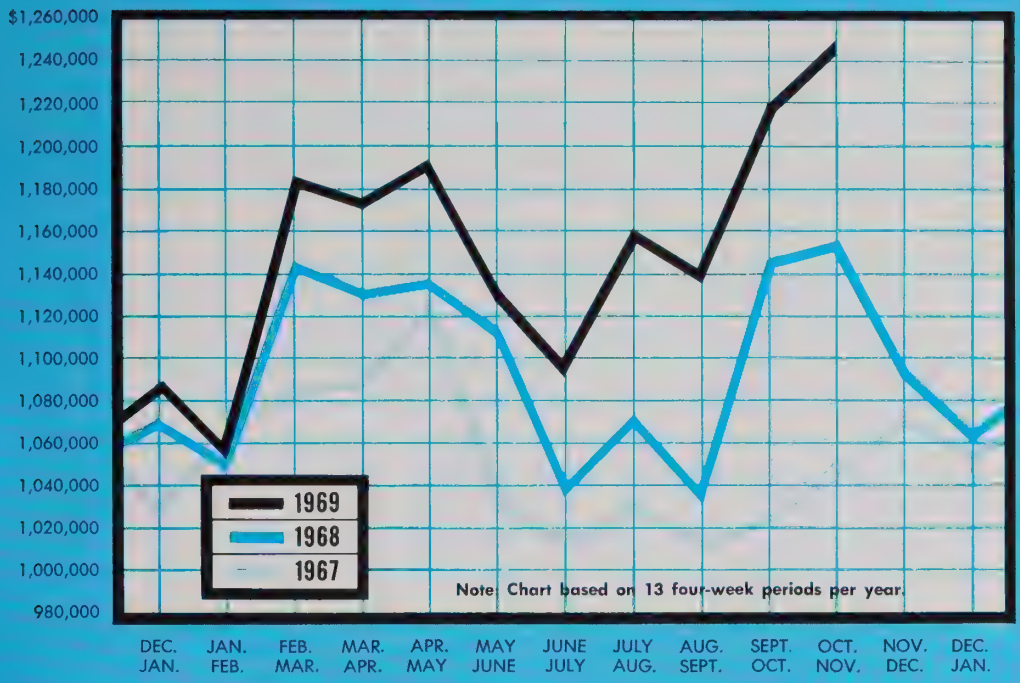
Initially, four meetings a year are planned by the group.

CONFAB—Enjoying the get together are, from left: D. D. Hightman, L. A. Ball, Howard Jeffries, H. H. Foster, E. Sam Davis, W. J. Wallis and R. H. Lewis.

PARTICIPANTS—Attending first meeting of new AC Transit Management Association were, from left: W. E. Howe, W. E. Antwiler, M. W. Hancock, W. F. Schmid, H. D. White and H. J. Dupuis.

MEMBERS — The feminine contingent among supervisory personnel is represented in this group. From left: C. L. Gross, G. L. Modjeski, W. G. Skilling, W. E. Robinson. Zada Malinak, Lou Bailey.

3 year passenger revenue comparison



Passenger revenue up during November

Fare box revenue from East Bay and transbay lines was on the upswing during November, but number of passengers carried declined during the month.

Passenger revenue totaled $1,250,272, *an increase of* $78,852 *or* 6.73 *percent over revenue of* $1,171,420 *collected in November,* 1968. *On East Bay lines, revenue tallied* $710,745, *an increase of* 5.90 *percent over year-ago figures of* $671,147. *Transbay revenue was* $539,527, *up* 7.85 *percent compared to November,* 1968, *total of* $500,273.

Commute book sales were $239,167, *a* 16.8 *percent increase over year-ago sales of* $204,797.

The number of passengers carried during the month totaled 4,167,848, *a decrease of* 3.17 *percent below the riding count of* 4,304,132 *for November a year ago. On East Bay lines, the riding total was* 3,042,491, *down* 3.01 *percent over the count of* 3,136,872 *made the same month in* 1968. *Transbay riding showed a* 3.59 *percent decrease, with a total of* 1,125,357 *compared to year-ago figures of* 1,167,260.

Operation costs during the month came to $1,525,203, *an increase of* $37,192 *or* 2.50 *percent over expenses of* $1,488,011 *for November,* 1968. *The District operated* 1,948,634 *miles of service, a decrease of* 19,612 *miles or* 1.00 *percent below year-ago mileage of* 1,968,246.

Total revenue of $1,744,565 *was sufficient to cover operational costs, depreciation and bond debt requirements.*

The transit industry nationally indicated a riding decrease for the month of 5.39 *percent.*

Actions of the Board

• At an adjourned regular meeting Dec. 30, the Board of Directors:

• Referred bids for computer equipment to General Manager for study, on motion of Director Coburn.

• Authorized expenditure up to $8,000 for testing diesel engine converter kits on four buses, on motion of Director McDonnell (See story, Pg. 3).

• Approved attendance of staff members at Maintenance Efficiency Award Conference and American Transit Association Executive Conference, on motion of Director Bettencourt.

• Authorized use of 350 coaches in advertising campaign and installation of special inside frames, on motion of Director Bettencourt.

• Approved participation of District in study project relating to local and feeder services in outlying areas, on motion of Director Bettencourt.

• Authorized appointment of staff member to advisory group of ABAG Regional Transportation Planning Committee, reaffirmed board policy on composition of committee, on motion of Director Bettencourt.

• Approved extension of Line 93-San Lorenzo to serve Del Monte, Inc., on motion of Director Bettencourt.

* * *

At a regular meeting Jon. 14, the Board of Directors:

• Elected William E. Berk as president, on motion of Director McDonnell.

• Elected E. Guy Warren as Vice president, on motion of Director Coburn.

• Directed preparation of letter, reaffirming Board position on transit representation on ABAG Regional Transportation Committee, on motion of Director Bettencourt.

• Authorized Assistant General Manager for Administration to serve on ATA-TAA committee on standardization, on motion of Director Coburn.

• Approved advertising for bids for furnishing bus washers, on motion of Director Coburn.

• Authorized General Manager to confer with U. S. Department of Transportation officials on grant applications, on motion of Director Bettencourt.

• Adopted resolution of intent to levy taxes, in accordance with State code, on motion of Director Copeland.

Transit-Times

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E. GUY WARREN . . . . . Vice President
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RAY H. RINEHART . . . . . Director at Large
WILLIAM H. COBURN, JR. . . . . Ward I
JOHN McDONNELL . . . . . Ward III
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Bottleneck swallows commuters

75 percent of commuters arrive late

People may be used to the morning traffic jam at the Bay bridge toll plaza, but AC Transit would like to do something about it.

Because of the tie-up, 75 percent of District buses are running late during peak morning commute hours, Alan L. Bingham, general maanger, told the Board of Directors this month.

During the height of the commute, between 7 and 8 a.m., 86 percent of buses are late, he added.

THE COVER:— AC Transit survey of Bay Bridge toll plaza shows typical morning congestion, as commuters fight traffic.

Traffic slows down and backs up as vehicles converge on 17 toll gates to pay fares, then squeeze into five lanes to cross the bridge. It's taking some buses as long to get through the maze as it does to cross the entire span.

The District is pursuing with the State Division of Bay Toll Crossings the feasibility of establishing an exclusive lane for buses to travel quickly through the jammed area, Bingham said. With each full bus taking the place of 40 to 45 cars on the bridge, faster service could be expected to result in less congestion.

To determine how schedules were being delayed, the District stationed traffic checkers at both ends of the toll plaza area and at the Transbay Transit Terminal in San Francisco, Bingham told directors.

The survey, made during 6:30 to 8:30 a.m. on an average workday, showed 348 buses crossing the bridge—with 265 of them running late. The schedules averaged five minutes late, but some buses arrived as late as 14 minutes.

One bus took 11½ minutes to go through the toll plaza, but only eight minutes to travel the five miles on the span.

The survey showed 17,551 other vehicles on the bridge during the two-hour period. Buses represented two percent of the traffic, but carried nearly 50 per-

(Continued on page 2)

Riding continues despite fare increase

East Bay bus passengers have upset a historic transit tradition.

Despite an increase in fares, AC Transit riding held almost constant, reversing the customary downward plunge in patronage after a fare hike.

People have kept on riding, with transbay lines even showing a slight gain, according to Alan L. Bingham, general manager. East Bay lines nearly held their own, with a patronage decrease of less than one half of one percent.

The District raised adult fares five cents across-the-board on transbay lines last July 1 to meet escalating costs. The rate for East Bay tokens also was raised from five for a $1 to four for $1, ending a 20-cent riding bargain enjoyed for 16 years.

A total of 25,774,572 passengers rode AC Transit buses during the past six months—only 42,900 less than the number of riders in the same period a year ago. The District actually had projected a passenger loss of 271,000 riders, Bingham said.

Farebox revenue was 9.2 percent higher than revenue of $7,153,550 collected in the same period in 1968, as result of the fare hike.

Transit experience has shown a substantial riding loss can be expected when fares are raised. Continuing service improvements, including more freeway commute operation, may have helped to reverse the historic pattern, Bingham observed.

HOW BIG IS A BUS?—Blind children get a concept of size as they feel front of a bus under direction of instructor Stan Hodge.

Bus class teaches mobility skills

To a blind child, a bus could be only seven feet long or big enough to hold 500 people.

Transferring means moving from one seat to another. And a coach door fearfully might be a trap to catch arms and legs.

Such conceptions are common among blind children in Alameda County schools before they go to "bus class" to learn specific orientation and mobility skills which they need if they are to use public transportation.

AC Transit provides the bus and an instructor for a program which begins in early grades and continues until the child graduates to a white cane and the ability to go traveling alone. Currently taking advantage of instruction are Castro Valley youngsters from Earl Warren, Chabot and Proctor elementary schools and Canyon High School in Castro Valley.

In other-year-around volunteer services, the transit district also sends buses back to school to instruct mentally and physically handicapped children. The programs are similar and the goal is the same — eventual independence and mobility.

For the blind, instruction begins with feeling a bus. The youngsters move slowly around a coach, patting wheels and tires, the doors, headlights, bumper, windshield wipers, the sides.

The size always surprises the children, according to Tom Travena, orientation mobility specialist for the Alameda County School Department. Length and seating capacity are classic misconceptions.

The children learn the safety door won't hurt them, then they practice boarding, how to use the handrail, pay a fare and ask the operator for a transfer and location of an empty nearby seat.

They also get to do what others might envy. They sit in the driver's seat.

A great treat is a chance to feel the engine in the rear of the coach—and to start the motor themselves.

The sequence of bus travel skills, starting with concept building and concluding with a solo run, are illustrated in a film made by the county school department for use in teacher training and parental understanding.

The film already has been shown around the United States and in Australia and is due for more traveling—further, even, than the AC Transit bus which played a starring role.

Our 'Stockholders' Write

We . . . recommend that *G. L. Jacobs* be commended for his excellence in driving. He is dependable and courteous, and exercises alertness and caution. Mr. Jacobs excels in his ability to maneuver a vehicle well in heavy traffic and in meeting his schedules. His excellent control and handling of a bus affords smooth, comfortable, and relaxing commutes from Oakland to Treasure Island.

Signed by 22 passenger

* * *

I wish to recommend and compliment driver *H. G. Gross* who was careful to drive close to curb to let me off . . . I use a cane—have a broken back and broken hip. Am 80 years old . . . Some drivers stop in middle of street and when unnecessary. I was driving in 1966 and understood some of their trials.

Hazel P. Anderson
Berkeley

* * *

It is delightful for me to take the oportunity to tell you your bus driver (*L. E. Kinney*) has been most helpful. He was driving an F bus to San Francisco from Berkeley when he stopped half way on the street for me when he saw me running after it. Such cooperation I wish you to know is well appreciated and I do not want it to go unnoticed . . .

Robert Liu
Berkeley

* * *

. . . called your Transit Information. I don't speak good English . . . but a woman answered and gave the most minute advice to what bus to take at what time and the price of the fare . . . Each of the drivers have been most courteous and called my stop . . . I had looked upon going as a terrible ordeal . . . It has turned into a trip of pleasure.

Mrs. Ellen Battan
Oakland

* * *

. . . I waited for the bus to arrive. The bus was behind a camper and after crossing Garvin, speeded up to pass the camper . . . I knew I was stuck. The driver was not looking at the Burdick Ave. stop and could not have seen it if he had. I waved frantically, but it continued on . . . he was not late and there was . . . no need for this haste . . .

Elsie L. Waloff
Richmond

(We are sorry our operator passed you up. He has been cautioned and reinstructed to be more observing and to operate in proper traffic lane to make necessary stops.—Ed.)

* * *

I left an envelope of important papers on a No. 31 bus . . . When I called your office about them I was connected with *Mr. Bill Pete* in your yard at Richmond. Within 15 minutes Mr. Pete had located the papers for me. Please pass along my thanks to him.

William Doyle
Financial Editor
Oakland Tribune

More buses needed for rider growth

AC Transit plans to buy another 30 new buses to accommodate the growing number of passengers switching from cars to public transportation.

To attract more riders—and keep the ones who already find public transit convenient and economical—the District board of directors approved advertising for bids for additional large, 102-inch wide buses.

Fifteen of the buses would be delivered early this fall, with an option for another 15 early in 1971, to accommodate growth in transit riding before the Bay Area Rapid Transit District commences operation.

Total cost of the 51-passenger buses, including two-way dispatching radios, is estimated at $1,100,000. Extra options are planned, including an experimental smog kit, special equipment to quiet engine noise, route destination signs for the rear of the coach and an automatically controlled ventilation system. The U.S. Department of Transportation will be asked to help with the financing.

Acquisition of additional equipment will permit assignment of 25 new coaches to keep pace with growth on existing lines, Alan L. Bingham, general manager, told the board. Five buses would be delegated for new service.

Fleet requirements

Of the 700 buses currently in the fleet, 628 are required during peak hours, leaving only 72 as spares and for maintenance, Bingham said.

With new equipment, five older buses would be retired for use for parts, bring the fleet to 725. Bingham estimated by Aug. 30, 1971, when BART is supposed to begin operation, the AC Transit's peak hour needs will have grown to 657 buses, leaving 68 coaches as spares.

Transit veterans taken by death

Death has come to a number of veterans, who contributed to development of transportation during the era from trains and street cars to modern buses.

The oldest, *Julius Briner,* 89, of 1660 84th Ave., Oakland, entered service on June 10, 1918, and was pensioned April 1, 1948, as a rail operator. He died Nov. 3, 1969.

Another old-timer, *Howard L. Leek,* 83, of 341 Sybil Ave., San Leandro, entered service Nov. 8, 1911, as an invoice clerk. He later worked as chief clerk, assistant storekeeper and storekeeper, before he was pensioned from Purchases and Stores May 1, 1954. He died Jan. 20.

Albert Richardson, 75, of 724 Masonic Ave., Albany, had spent 36 years in transportation when he was pensioned Aug. 1, 1962, as a transportation supervisor. Richardson, who died Dec. 24, 1969, commenced work at Western in 1926, transferred to supervisor in 1942 and was superintendent at Division 5 in 1947. He returned to supervisor in 1948.

Edgar Klipel, 65, of 2156 41st Ave., Oakland, pensioned June 1, 1960, from the automotive department as a service employee "A," died Oct. 16, 1969. He entered service March 1, 1923.

Andrew C. Whiting, 81, 2600 Beal Ave., Oakland, pensioned Feb. 1, 1949, as a rail operator, died Oct. 23, 1969. He entered service July 26, 1920.

William Green, 69, of Junction City, Ore., a bus driver at Emeryville Division when he retired Aug. 1, 1964, died Nov. 1, 1969. He started work on the street cars in 1944.

Louis R. Coats, 70, 710 Palmer Rd., Walnut Creek, who retired from Emeryville as a bus driver Feb. 1, 1964, died Dec. 22, 1969. He entered service in 1942 as a rail operator.

Transit of the past

FANCY TROLLEYS — Center entrance street cars were pride of the 1920's. Car above was photographed at end of the line, Piedmont and Crocker Aves., in Piedmont. The Line D car rolls through Berkeley's Cragmont area at a time when 50-foot lots sold for "$95 up."

What a great idea it must have seemed to kids of 50 years ago. Gum machines on the center posts of street car windows, to provide a chewing good time!

Railfans and old-timers share fond memories of the 700 class, center entrance street cars, which clanked so valiently up East Bay hills.

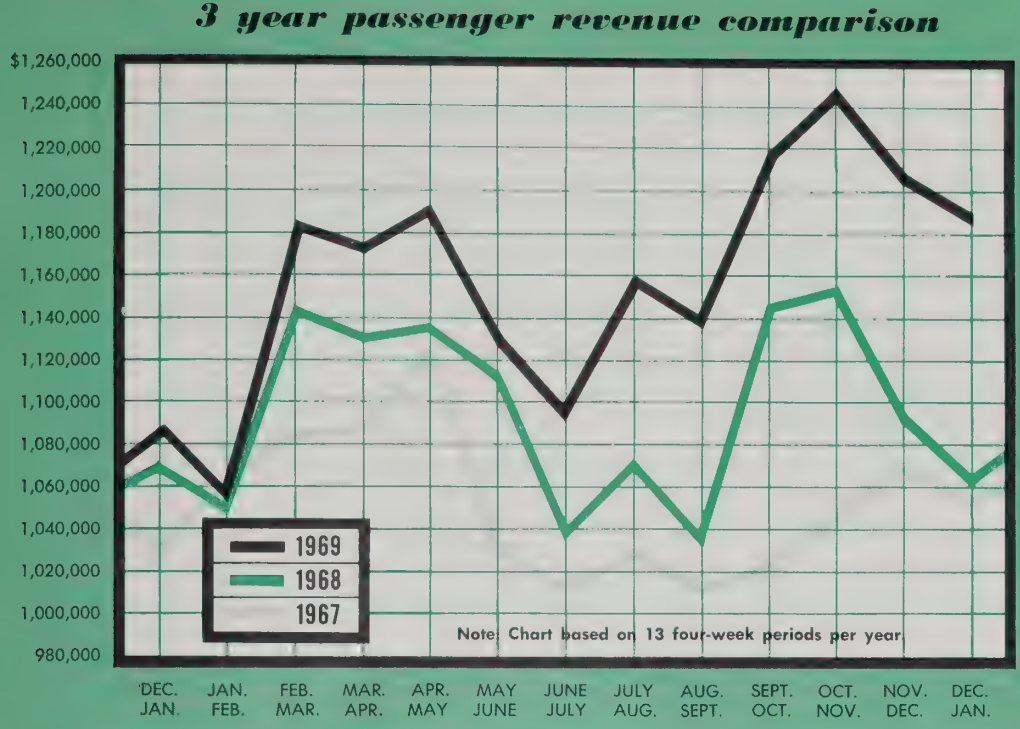
The cars were built in 1917, according to Vernon Sappers, Oakland rail historian, and featured mahogany paneling —as well as the gum machines. Somehow, the gum failed to survive as a transportation attraction.

The cars, designed for steep grades, operated on Line A-Piedmont, Line B-Oakland Ave. and Line E-Park Blvd.-Lakeshore Ave. until 1929, when they were transferred to the D line in North Berkeley and No. 4 Shattuck Ave. line.

Less than a year later, they went to the shop for rebuilding into one-man cars. They remained in service until 1948, when the last street cars rolled into the car barn, supplanted by buses.

In the meantime, they fulfilled the purpose of much of early transit—turning real estate developments into prosperous ventures.

And gumchewers into riders.



Business on upswing during December

Business activity was brisk during December, with passenger revenue and the number of riders carried showing an increase for the month, compared to December a year ago.

Passenger revenue totaled $1,327,969, *an increase of* $183,091 *or* 15.99 *percent over year-ago revenue of* $1,144,878. *On East Bay lines, revenue totaled* $747,861, *up* 14.13 *percent over fare box revenue of* $655,268, *collected in December,* 1968. *Transbay revenue was* $580,108, *up* 18.48 *percent over year-ago revenue of* $489,610.

Commute book sales totaled $245,757, *an increase of* 25.8 *percent over sales of* $195,395 *for the same month in* 1968.

The number of passengers carried during the month totaled 4,342,485, *up* 4.09 *percent over the year-ago count of* 4,171,728. *On East Bay lines the riding total was* 3,146,854, *an increase of* 3.58 *percent compared to the total of* 3,038,089 *for December,* 1968. *Transbay riders totaled* 1,195,-631, *up* 5.47 *percent over the tally of* 1,133,639 *for December a year ago.*

Operation costs during the month came to $1,590,080, *an increase of* $135,499 *or* 9.32 *percent over year-ago costs of* $1,454,581. *The District operated* 2,096,856 *miles of service, an increase of* 86,734 *miles or* 4.31 *percent above mileage of* 2,010,122 *for the same month in* 1968.

Total revenue of $1,855,561 *was sufficient to cover operational costs, depreciation and bond debt requirements.*

The transit industry nationally indicated a riding increase for the month of 1.29 *percent.*

Actions of the Board

At a regular meeting Feb. 11, the Board of Directors:

• Authorized increasing security insurance coverage to $50,000, on motion of Director Rinehart.

• Appointed Touche, Ross & Co. as auditors for 1969-70 fiscal year, on motion of Director Rinehart.

• Authorized General Manager to develop specifications and advertise for bids for 15 new large buses, with option to purchase an additional 15 for later delivery, on motion of Director Rinehart. (See story, Pg. 5).

• Approved route changes, extensions, and increase in special service fares, on motion of Director Bettencourt.

• Rejected bids for furnishing equipment for computerized data system and authorized General Manager to prepare new specifications and advertise for bids, on motion of Director Bettencourt.

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Service improvements Scheduled fot March

Outpatients and employees at Oakland Naval Hospital will have "doorstep" bus service starting Sunday, March 1, with extension of Line 56-Mountain Blvd. to the new hospital facility.

Other service improvements include:

Reversal of terminal loop of transbay Line F at Solano and San Pablo Aves., Albany, to eliminate hazardous turn.

Extension of transbay Line T further into housing area at Treasure Island.

Consolidation of El Sobrante Line 69-A with Line 69-B for four block area on Rollingwood Dr., between Fordham and El Portal Drs.

Toll Plaza delay

(Continued from Page 2)

cent of the people making the crossing.

The District already has scheduled earlier buses for commuters to assure their getting to work on time, Bingham said. But earlier operations not only is an inconvenience for the rider, it adds to District operating costs, he pointed out.

"The situation is becoming almost intolerable as complaints from commuters increase," Bingham reported.

"Bridge officials are very sympathetic to the problem and are attempting to find a solution," he added.

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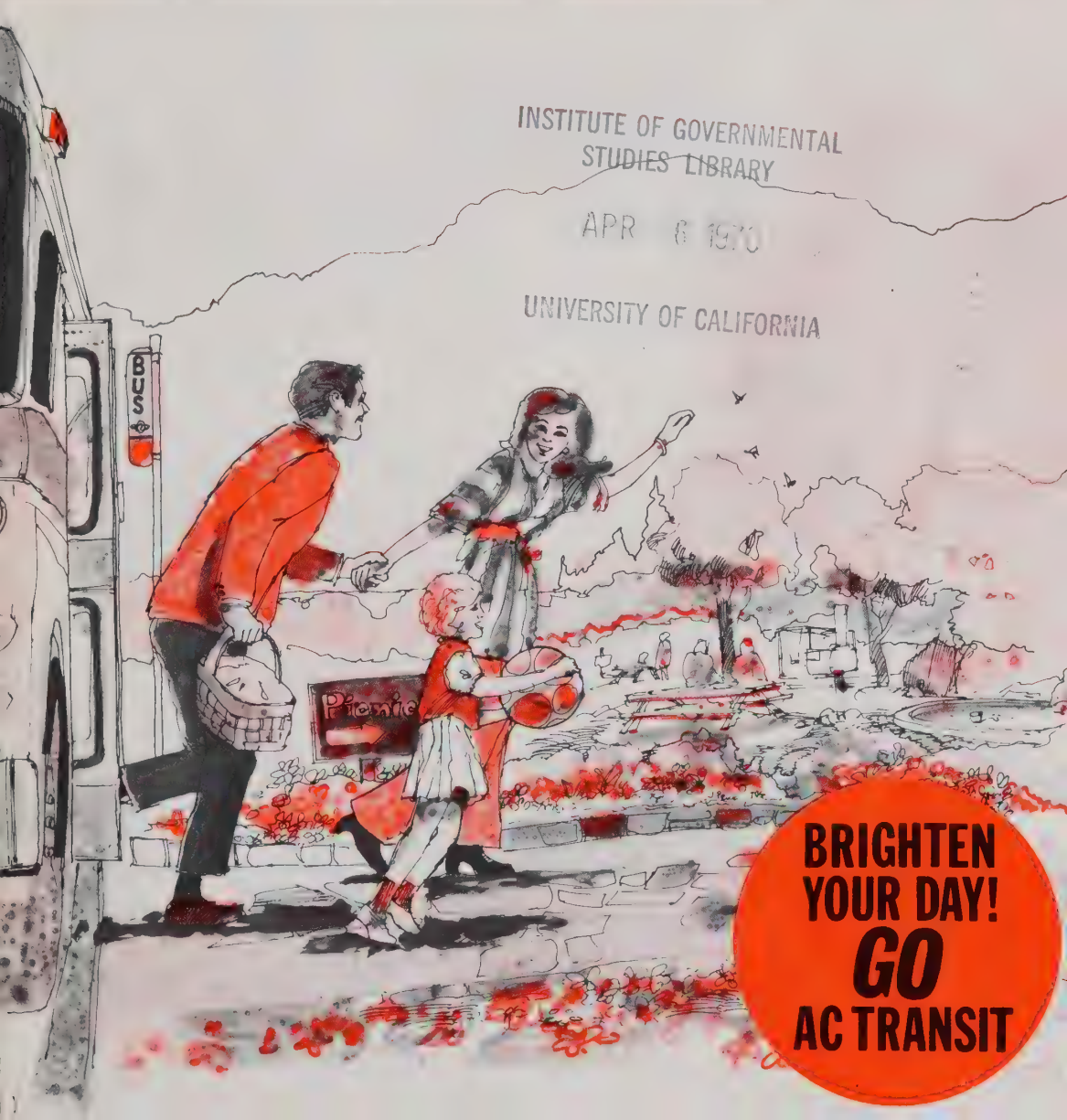


Bridge tolls reduced; exclusive lane Sought to encourage transit riding

With a cost-saving toll reduction assured, AC Transit pressed for additional aid for Bay bridge commuters this month —a by-pass around the toll plaza.

Tolls for commuter buses on the bridge will be reduced to 65 cents per round trip starting April 1, saving AC Transit an estimated $91,000 a year. The District now pays $1 for a round trip crossing.

The California Toll Bridge Authority approved the reduction after hearing from State Senator Lewis F. Sherman, R-Berkeley, and E. R. "Mike" Foley, chief engineer, of Division of Bay Toll Crossings.

Sherman also asked that the District be charged on an honor system so buses would not have to stop at the toll plaza.

It then would be possible to change the bus route to avoid toll booths, saving traveling time and encouraging car drivers to swith to the bus, the legislator said.

"This minor adjustment in procedure would have a tremendous psychological effect on motorists as they see buses moving freely through the toll area," Sherman pointed out.

Sherman said he also will push for an exclusive lane on the Bay bridge as a means of accelerating traffic and as a further incentive for commuters to make use of public transportation.

Foley told the bridge authority he and the transit district are trying to work out an exclusive lane through the toll gate area and discussions currently are underway. AC Transit also is making an effort to procure a federal grant to aid in financing the bypass.

The authority accepted Foley's recommendation for the toll reduction and deferred the matter of the exclusive toll gate until plans are further along.

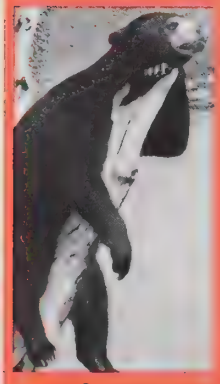
Foley estimated the reduction would total $110,000, with Greyhound saving $19,000 and AC Transit, the rest.

R. E. Nisbet, AC Transit attorney, told commission members the reduction would be an aid in holding the line on fares and property taxes.

"Brighten Your Day— Go AC Transit"

It's Spring—and a time to discover it's a wonderful world, to be easily explored by planned bus excursions.

An invitation to "Brighten Your Day — Go AC Transit" — will be featured by the District in a new publicity and advertising campaign beginning in April. It will encourage residents to use the bus for sightseeing and "going places", while a professional driver takes care of problems like parking and traffic.



Relaxation at Knowland Zoo

A psychedelic flower in glowing fluorescent paint will highlight the invitation on billboards, car cards and king-sized posters on the outside of buses. Newspaper ads and commercials on radio and TV will carry the same message.

A new brochure, combining the conventional route map and the District's guide book to adventure, "Sunshine Trails", plus new ideas for exploring, will be issued. Another inexpensive edition of the route map will roll off the presses in the meantime, for distribution to hotels, conventions and information centers with need for bus riding data.

The "Brighten Your Day" campaign has been planned to boost midday riding and encourage residents to get out and go places—with fun and relaxation.

What the Editors are saying about transit

Tribune Editorial Page

Can AC Transit Be Trusted?

As a public agency partially supported by property taxes, AC Transit District has seldom defaulted in its role as good citizen. The district pays its bills on time, provides fair and competitive wages to its employes and generally performs its public duties in a commendable fashion.

One could conclude, then, that AC Transit is trustworthy just about everywhere but in the eyes of another public agency, the State Toll Bridge Authority.

The Bay Bridge toll takers insist on collecting their just due from transit district buses on each crossing. The buses more often than not become enmeshed in the toll plaza snarls during rush hours and the result is extended service delays.

A recent AC survey of morning rush hour traffic on the bridge disclosed that of 348 buses crossing, 265 of them were behind schedule — some by as much as 14 minutes. One bus took 11½ minutes to get through the toll plaza jam and only eight minutes to travel the five miles across the bridge.

As the rate of auto crossings on the bridge inexorably increases, the total traffic problem seems certain to worsen, and yet car drivers are obviously discouraged from switching to the bus when that service is continually delayed while drivers get in line to ante up to the collectors.

AC officials have now proposed a special bus by-pass of the toll collection booths so their vehicles could glide smoothly around the bottleneck without appreciable delay. Regular reports would be made to the toll authority and fees paid on the known number of regular crossings.

This honor system, incidently, is the same one AC uses to pay its fuel taxes, and the accuracy of such reports has never been questioned.

There appears no valid reason why this proposal that would obviously improve efficiency cannot be immediately implemented.

To wait several months until the next authority meeting in June would seem an unnecessary delay.

Bus driver's son drives off thugs

A bus driver, who has tried to teach his son "what's right", found out how well he had succeeded when Charles Rosas III, 14, was honored as an "outstanding citizen" by the East Bay Press Club.

Young Rosas, an Oakland Tribune newspaper boy, was honored for attacking and driving off two armed robbers who had knocked down and were beating a woman waiting for a bus at Foothill Blvd. and Harrington Ave., Oakland.

The youth ran to his home, got a wrench, came back and jumped on the suspects as one was beating her and trying to take her purse and the other was holding a gun at her head. The armed youth hit Rosas in the head with the gun before the pair ran off with the newsboy in pursuit. They escaped in a car.

The boy's father, Charles Rosas Jr., drives on the 80 lines out of Seminary Division. The family home is at 1925 Harrington Ave.

AIRPORT ACCESS—Alan L. Bingham, left, AC Transit general manager, explains to Carlos C. Villarreal, government transportation official, details of study to link Bay Area Rapid Transit System in foreground with Oakland International Airport in background.

Transit official checks study site

The U.S. Department of Transportation has given financial go-ahead to development of a high-speed regional transit system to link Oakland International Airport and Bay Area Rapid Transit District rails three and a half miles away.

Approval of a $60,000 technical study grant to finance two-thirds of the airport access project was announced during the Bay area visit of a top government figure, Carlos C. Villarreal, dynamic administrator of the Urban Mass Transportation Administration.

Villarreal was in Oakland to discuss the study and other transit programs, including feeder service in outlying suburban areas.

He met with AC Transit directors and management, was honored at a luncheon jointly hosted by the District and the Oakland Chamber of Commerce; then was taken on a tour of the BART-Coliseum Complex-Oakland Airport region.

Villarreal also demonstrated he could guide a bus, as well as direct wheels of government.

The transit official briefly drove the newly-carpeted Freeway Train as he and his staff rode the articulated bus in regular service from San Francisco to East Bay meetings.

During his visit, Villarreal termed the airport access study an important opportunity to hook up a major airport with a 75-mile regional rapid transit network, adding to growth potentials of the entire area.

A real pro

With federal help assured, the Board of Control of Oakland Airport Access Task Force has proceeded with awarding a contract to Kaiser Engineers, chosen as engineering consultants.

Joining to contribute $30,000 toward the $90,000 study are AC Transit, BART, Coliseum, Inc., City of Oakland, County of Alameda and Port of Oakland.

First phase of study will recommend a potential system, how to pay for it, method of operating and interim program and additional transit needs.

Passengers guide bus to safety

Two bus passengers have received special thanks from AC Transit Board of Directors for taking over control of a bus on the Bay bridge after the driver collapsed over the wheel.

Mrs. Mary "Jackie" Marshall, 3019 Lincoln Ave., and Joel Davis Brooks, 453 Buena Vista Ave., both Alameda, appeared at a board meeting to receive Community Service Citations for "courageous and prompt action which protected fellow passengers, prevented a possible mishap and exemplified outstanding service to AC Transit and its riders."

The presentation was made by board president William E. Berk, who expressed the deep gratitude of the District for the couple's part in preventing a possible accident.

Mrs. Marshall and Brooks were among a bus load of commuters bound for San Francisco on a Line O bus from Alameda when driver L. F. "Lou" Bone, 58, 2900 Carmel Ave., Oakland, suffered an apparent fainting spell.

Mrs. Marshall, sitting across from the driver, saw him slump and jumped from her seat to take over the wheel. She held the bus steady, moving it from the center lane toward the curb.

Brooks was able to move Bone's feet from the pedals and completed bringing the bus to a stop, after checking traffic in rear and side view mirrors.

The bus was approaching Yerba Buena Island during morning commute hours when the incident occurred.

Mrs. Marshall gave first aid to Bone, with the help of Brooks and other passengers, until an ambulance arrived to take him to the hospital. He later was reported in good condition.

Bone is former president of Division 192, Amalgamated Transit Union.

Mrs. Marshall is supervisor of the security clearance department at the head office of Wells Fargo bank in San Francisco and a regular commuter.

Brooks, also a regular rider, is western regional director of the American Jewish congress, with offices in San Francisco.

RIDERS HONORED—William E. Berk, left, president of AC Transit Board of Directors, presents community service citations to Mrs. Mary "Jackie" Marshall and Joel David Brooks of Alameda. They brought transbay bus to safe stop after driver collapsed.

LADDER OF SUCCESS—Operators demonstrating Richmond Division's climb from 13,100 miles per accident to 20,744 include, from left—up the ladder: Luther Williams, R. D. Elmore, O. G. Rios, N. J. Norton. In center is J. D. Haynes; at right, J. C. Taylor.

Richmond drivers Go over top with New safety record

Drivers from Richmond Division climbed over the top in February, setting a new safe driving record of 20,744 miles operated per accident.

It was the first time a division has hit the 20,000 mark—considered almost beyond possibility when the safety program was inaugurated in 1963 with a goal of 12,100 miles per accident.

The "bogey" since has been gradually raised to 13,100 miles per accident.

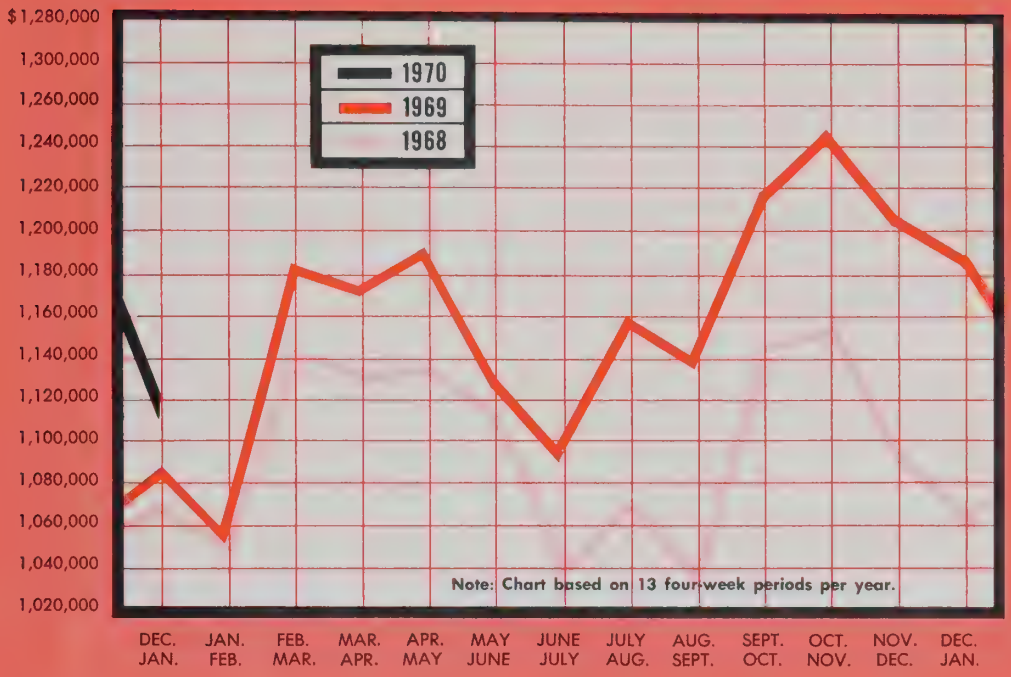
A consistent safe-driving winner, the Richmond Division also won coffee and doughnuts in January when they tallied 18,018 miles per accident.

The previous high record was 18,817 miles, totaled in August, 1968; and 18,601 miles, reached in September, 1965.

The winner both times—Richmond.

IN THE SPRING — Members of the Alameda Travelers were among groups chartering AC Transit buses to see blossoming fruit trees. And in the mood of things, Mrs. Vincent Holland starts driver D. E. Figas off in flowery style with his own Spring bonnet.

3 year passenger revenue comparison



Passenger revenue and the number of riders carried showed an increase during January, as business activity continued on the upswing.

Farebox revenue totaled $1,267,578, *an increase of* $76,274 or 6.40 *percent over revenue of* $1,191,304 *for January,* 1969. *On East Bay lines, revenue reached* $691,647, *up* 3.77 *percent compared to year-ago revenue of* $666,549. *Transbay revenue also showed an increase, with a total of* $575,931, *up* 9.75 *percent over January,* 1969 *revenue of* $524,755.

Commute book sales totaled $271,198, *an increase of* 16.6 *percent compared to sales of* $232,595 *for the same period a year ago.*

The number of passengers carried during the month totaled 4,381,227, *up* .43 *percent over the year-ago passenger count of* 4,362,395. *On East Bay lines, the riding total was* 3,170,116, *an increase of* .85 *percent compared to last year's total of* 3,143,535. *On transbay service the passenger total of* 1,211,111 *was* .64 *percent below the year-ago count of* 1,218,860.

Operation costs during the month came to $1,616,824, *an increase of* $94,208 *or* 6.19 *percent over costs of* $1,522,616 *for January,* 1969. *The District operated* 2,082,415 *miles of service, an increase of* 1,634 *miles or* .08 *percent above mileage of* 2,080,781 *in the same month a year ago.*

Total income of $1,800,520 *was sufficient to cover operational costs and depreciation, but left a deficit of* $11,976 *in meeting full bond debt requirements.*

The transit industry nationally indicated a riding decrease for the month of 6.35 *percent*

Actions of the Board

At an adjourned regular meeting on Feb. 25, the Board of Directors:

• Adopted resolution supporting U.S. mass transit aid bill, on motion of Director Coburn.

• Adopted report of Advertising and Public Relations Committee on meetings reviewing plans for promotional and advertising, on motion of Director Bettencourt.

• Authorized filing of application with federal government for capital grant for purchase of 30 new diesel buses, on motion of Director Coburn.

* * *

At a regular meeting March 11, the Board of Directors:

• Referred bids for electronic data equipment to management for study, on motion of President Berk.

• Approved attendance of staff members at sessions of Urban Transportation Management Institute, on motion of Director Bettencourt.

• Directed preparation of resolutions relating to use of gas tax funds for public transportation and relating to creation of Metropolitan Transportation Commission, on motion of Director Rinehart.

• Adopted resolution commending former director William H. Coburn, Jr., for service to AC Transit, on motion of Director Warren.

• Moved to go into executive session, to be followed by adjournment to March 25, on motion of Director McDonnell.

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GORDON G. WADSWORTH . . Safety Engineer

William H. Coburn Jr., resigns board post

William H. Coburn, Jr., veteran member of AC Transit Board of Directors, resigned his post at the last meeting in February, after announcing he was moving to Moraga with his family. Coburn will retain his law office in Berkeley.

A native of Berkeley, Coburn represented that area and northwest Oakland on the transit board. He had served as a director since 1958 and long has been active as a civic leader.

The board has 60 days in which to appoint a successor to serve the remaining three years of Coburn's term.

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Transit-Times

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A faster ride for commuters

Exclusive lane zips buses through
Toll plaza as cars wait . . . and wait

TRANSIT DIRECTOR—Claude Daughtry takes oath as newest member of AC Transit Board of Directors. The oath was administered by Superior Court Judge Redmond C. Staats, Jr., a resident of Berkeley—one of the areas Daughtry will represent on the transit board.

THE COVER

One photographer swooped over by plane; others stood on the canopy at the Bay Bridge toll plaza or perched on top of nearby buildings to capture a historic "first"—opening of an exclusive lane which allows commute buses by-pass congestion. The cameras told the story. AC Transit buses move freely, while cars form a pattern of traffic strangulation.

A new Director Assumes office

Claude Daughtry, 51, Berkeley realator and civic leader, was sworn in as a director of AC Transit this month by Superior Court Judge Redmond C. Staats, Jr., a resident of Daughtry's ward.

The new director represents Berkeley, Emeryville, and a portion of northwest Oakland on the seven-man board. He was appointed last month to serve out the term of William H. Coburn, Jr., Berkeley attorney, who resigned after moving out of the District. The term expires at the end of 1972.

A real estate broker since 1948, Daughtry also is a State inheritance tax appraiser and is licensed as a professional mechanical engineer, insurance agent and general contractor.

He is a member of the Berkeley Board of Realtors, West Contra Costa County Board of Realtors and is active in the Berkeley Y.M.C.A. He also is a member of City of Berkeley Planning Commission, California Real Estate Association and National Association of Real Estate Boards. He is past president of the Berkeley and El Cerrito Chambers of Commerce.

Daughtry's other activities include membership on the Board of Trustees, United Crusade; vice chairman of the Berkeley Red Cross; past president of the El Cerrito Good Government League and membership in Berkeley Elks Club and Rotary International.

He was an instructor on real estate principles and practice at University of California Extension Division for 11 years. The new director was named Berkeley "Realtor of the Year" in 1967.

The family home is at 664 Arlington Ave., Berkeley, where Daughtry lives with his wife, Mary, and son, Scot.

Daughtry also has two married daughters and two grand children.

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Time edge for public transit

Exclusive lane speeds buses

An exclusive bus lane through the San Francisco-Oakland Bay Bridge toll plaza was giving commuters a fast—and happy—ride this month, delivering them on time to their jobs in San Francisco.

The by-pass lane has been zoned off for westbound commute buses between 6 a.m. and 9 a.m., routing them through traffic congestion during the morning peak hour rush.

Buses do not have to stop to pay tolls, but can roll right through on their own lane, according to E.R. Foley, chief engineer of the Division of Bay Toll Crossings. Tolls still will be paid, but on an honor system, rather than at the expense of commuters' time.

As the lane was inaugurated April 15, buses zipped past automobiles jammed in traffic and arrived at the Transbay Transit Terminal, San Francisco, three to eight minutes early. A recent survey showed 75 percent of the buses running an average of five minutes late during the morning commute period.

Initially, Lane 11, including approaches on both sides, was zoned off for the commute buses. An alternate lane along the north side of the entire toll plaza area is under consideration in event Lane 11 is not fully satisfactory.

The by-pass is expected to ease traffic congestion and encourage motorists to switch from cars to public transit.

Two percent of vehicles on the bridge during peak commute hours are buses—and they carry approximately half of the commuters, according to Alan L. Bingham, AC Transit general manager.

A total of 494 AC Transit and Greyhound buses operate through the lane, carrying some 18,300 riders, Bingham said. Buses roll at an average of every 22 seconds during the by-pass period—and at an average of every 11 seconds during the peak of the commute.

Bus passengers—as well as drivers—welcomed the chance to move through toll plaza congestion. One commuter observed it was the first time she had reached the terminal on time in over a year of bus commuting.

TRAINING PROCESS–Instructor Stan Hodge guides trainee through driving course.

How bus drivers make the grade

So you want to be a bus driver? You're not alone – last year over 2,500 people applied for operator positions with AC Transit.

Only 173 men were accepted for training, roughly one in every 14 applicants. And of these 173, 20 did not "graduate," for one reason or another.

Obviously the competition is pretty stiff. It should be, considering that thousands of passengers each year will place their trust in safe transport in the hands of those who make the grade.

The hiring and training of operators is the responsibility of District Safety Engineer Gordon Wadsworth, to whom the Chief Training Instructor and the Employment Supervisor report. It's no accident (pun unintended) that employment and training fall into the safety "bag."

"If an applicant doesn't have a personal record of safe driving, then we can't in good conscience hire him," explains Wadsworth. "If he does have a good record, but for some reason we are unable to train him to be an even safer driver, then we cannot put him on the job either. There can be no such thing as a half-safe operator."

INSTANT COMMUNICATION – Student Jack Collier learns how to use the two-way radio system from Instructor George Silva.

In qualifying applicants, Employment Supervisor R. J. Ballard, himself a former driver and instructor, follows certain standard physical requirements including, of course, good eyesight. Height is a factor too, since a man who is too tall or too short would have visual problems in the driver's seat.

High school or equivalent education is an indication of the applicant's ability to handle the complex fare structure and other facets of operating procedure. Driving records are checked with Sacramento, fingerprints with the FBI. Ability to qualify for at least a temporary Class 2 (bus) license is necessary.

"There are few fixed rules for hiring," Wadsworth notes. "We try to judge all points on individual merit. Once the physical and legal requirements are met, we try to determine through an interview whether an applicant understands and could handle the constant 'human' demands of the job."

If the applicant is accepted, he becomes a trainee, with four to six weeks of supervised study and practice ahead of him. At the Seminary Division location, Chief Instructor S. O. Pearce has six instructors, each of whom is usually assigned two students at a time.

Training consists of unit and line instruction. Unit instruction begins with classes on fare structure, transfers, "paddles" (cards each driver carries containing specific route instructions and variations), "hat check" identification, general operating procedure, audio-visual presentations on accident reporting and safety, safety, and MORE safety.

The trainee first gets behind the wheel in the yard, where a course is set up with rubber cones. Once he has mastered the art of turns, clearances and other techniques of safe driving to his instructor's satisfication, he heads for the road in an area away from heavy traffic, creeping closer to the city and narrower streets as his skills progress.

By the end of the fifth or sixth day, he should be ready to drive anywhere - with no passengers, in light traffic, and with no schedule to meet.

Now he is ready for line instruction. Under the guidance of an instructor or regular driver, he must go out over every route to learn the lefts and rights of business in his division.

Between the 12th and 15th day of training, the student is brought back for a 2-3 hour written test, followed by a driving test to make sure he has picked up basic safety habits. The tests are not graded; their purpose is to find out which areas need special attention.

It's no cinch to become a driver for AC Transit. Our "stockholders" wouldn't want it any other way.

THE EYES HAVE IT—Employment Supervisor R. J. Ballard scores depth perception test taken by applicant Sylvester DeLuchey.

Shelter for passengers

Weather protection asked for Riders transferring from BART

Special passenger shelters should be constructed at BART stations if transferring riders are to have adequate protection against the weather.

AC Transit directors have taken this stand, in concern over the comfort of passengers leaving stations and transferring to feeder bus service.

The board urged BART to construct shelters at stations where no other "door to door" protection is afforded. Nearly every East Bay station would be affected.

"To obtain the greatest transit improvement and highest quality of transportation possible, people must be able to transfer in comfort and convenience, Director William J. Bettencourt said.

Directors are reviewing BART's plans for each station as part of an ongoing study into all phases of coordination between the bus and rail system.

Directors found at most stations, riders transferring from BART will be required to board buses at locations away from shelter protection of the station.

At the first of a series of progress reports, Alan L. Bingham, general manager, told directors nearly every AC Transit route would be affected by BART service.

Bus coordination from the beginning has been planned on the policy the public is entitled to the best possible ride, with the most convenient and best possible service, no matter what system or combination of systems is used, he pointed out.

In considering bus accessibility to 18 BART stations in AC Transit service area, between Richmond and south Hayward, directors found five stations presented problems of efficient service which haven't yet been resolved, due to one-way street patterns, traffic signals or actual movement of the bus in the station vicinity.

Studies still are underway as to adequacy of space at several stations where heavy transfer of passengers between BART and AC Transit is anticipated, Bingham said.

Although no final decision has been reached, Bingham told directors station design is part of an on-going series of meetings between the two systems.

Golf tournament to Test 'driving' skill

Bus operators and other District personnel will have a chance to prove they are "on the ball" Saturday, May 9, at the second annual AC Transit golf tournament.

The men—and women—will step up to the tee at Skywest Public Golf Course, 1401 Golf Course Dr., Hayward, at 11 a.m.

Sign-ups can be made at maintenance or operating departments at all divisions, according to A. R. "Tony" Lucchesi, chairman.

IN MEMORIAM

Leo P. Hahn, 71, 4049 Waterhouse Rd., Oakland, died Feb. 21. A Class "A" mechanic assigned to machine repair at the General Office prior to his retirement in 1965, Hahn entered service in 1919.

Charles R. Upton, 77, 277 Ramona Ave., Sierra Madre, who was pensioned in 1957 as a leaderman in Maintenance, died Feb. 24. He entered service in 1918.

BACK TO CLASS—Don S. Larson, left, and John A. Krajcar, are representing AC Transit at government sponsored management training programs.

District takes part In management Training program

Two District representatives have joined applicants from across the country at a management training program sponsored by the U.S. Department of Transportation as an aid to transit improvement and progress.

The two-week course is given at Andover, Mass., to workers chosen for instruction that will assist them in qualifying for advancement. The training not only aids working understanding of management responsibilities, but gives attendants a chance to meet and talk to similar transit representatives from all parts of the nation.

Attending the first session was Don S. Larson, 29, assistant superintendent of schedules. Larson makes his home at 1643 Orchard Way, Pleasanton, with his wife, Jan, and five young boys.

He joined AC Transit in May, 1961, after graduating from Bishop O'Dowd High School in Oakland and attending University of San Francisco. He started as a traffic checker, then became a schedule analyst. He was made supervisor of schedules in 1965 and assistant superintendent in the department Jan. 1, 1970.

John A. Krajcar, scheduled for the second session, is assistant purchases and stores manager. Krajcar, 49, makes his home at 3863 Huntington St., Oakland with his wife, Caroline. He is the father of six children.

Krajcar joined the Key System in 1946 after service in the Army Signal Corps as a staff sergeant in supply.

He worked up through all phases of "stores" before he was named to his present post in July, 1968.

AC Transit Camper Club proves 'The wheels have it' on fun trips

What do AC Transit drivers do on days off?

Some have fun on wheels as members of an AC Campers Club.

Organized a year ago by Odie McNutt, 1239 Park Ave., Alameda, driver at Emeryville Division, the group meets at a pre-selected site, then participates in activities like bocci ball, darts, card games, pot-luck suppers, pancake breakfasts, and campfire sing-a-longs.

It isn't even necessary to have a camper. Some members, like Dean Mann, "circle up" in a tent.

Officers include John Driver, president; Marvin Paulsen, vice president; Augie Giuliani, treasurer; Vickie Giuliani, secretary, and Frank Armas, news editor.

Paulsen provides unusual entertainment. He builds and operates radio-controlled planes and puts on "air shows" at some of the gatherings.

NEW EMPLOYEES

J. W. ASHLEY
Transportation
DIVISION 3

G. A. BRAZIL
Transportation
DIVISION 4

A. L. BROWN
Transportation
DIVISION 2

J. R. BUCHANAN
Transportation
DIVISION 4

R. M. BUSBY
Transportation
DIVISION 4

J. K. CERVELLI
Transportation
DIVISION 4

G. D. CHANEY
Transportation
DIVISION 4

C. A. CHRISTENSEN
Transportation
DIVISION 4

D. J. CICCOLO
Maintenance
DIVISION 4

W. E. CLAYTON
Transportation
DIVISION 2

J. N. COLLIER
Transportation
DIVISION 2

A. E. COLVIN
Transportation
DIVISION 2

B. F. CUMMINGS
Transportation
DIVISION 2

D. R. DeLAMATER
Transportation
DIVISION 2

S. C. DELUCHEY
Transportation
DIVISION 2

C. W. DUNN
Transportation
DIVISION 2

D. A. ENGLAND
Transportation
DIVISION 2

E. F. EVERSON
Transportation
DIVISION 2

W. F. FELS
Transportation
DIVISION 3

J. E. FLEMMING
Transportation
DIVISION 2

J. E. GARRETT
Transportation
DIVISION 2

R. L. GETTYS
Claims Department
GENERAL OFFICE

R. K. GREEN
Maintenance
DIVISION 4

These new workers were welcomed by AC Transit during January, February and March

J. D. HODGDON
Transportation
DIVISION 4

NELSON JONES
Transportation
DIVISION 2

N. N. KOPE
Transportation
DIVISION 4

W. E. KUMMER
Transportation
DIVISION 3

H. K. LANGDON
Transportation
DIVISION 2

K. J. LEON
Transportation
DIVISION 3

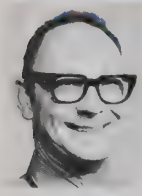
"L. G." MANIBUSAN
Transportation
DIVISION 4

J. M. MARTINEZ
Maintenance
DIVISION 3

M. P. MARZORINI
Teasury
GENERAL OFFICE

G. W. McCLUNG
Transportation
DIVISION 4

W. C. MILLER
Transportation
DIVISION 2



L. P. MORGAN
Transportation
DIVISION 3

S. R. PACKARD
Transportation
DIVISION 2

G. V. PRICE
Transportation
DIVISION 4

J. P. RAGAN
Maintenance
DIVISION 4

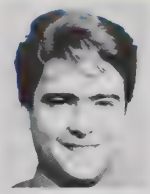
"J. D." SEGURA
Transportation
DIVISION 2

C. W. SIMS
Transportation
DIVISION 2

J. R. TUCKER
Data Processing
GENERAL OFFICE

LeROY TUCKER
Transportation
DIVISION 2

HERBERT WARNELL
Transportation
DIVISION 4



J. G. WATSON
Transportation
DIVISION 2

A. K. WINTER
Transportation
DIVISION 4

M. F. WONG
Schedule Department
DIVISION 2

PARTY TIME—Janet Willcom cuts the cake at party marking her retirement. Getting in on the act are John T. Stockman, Data Processing Supervisor, and Alyce Seright, senior clerk.

RETIREMENTS

Jack Hegarty may be hanging up his driver's hat, but he plans to "dance the jig on my 104th birthday, just like my aunt in Ireland did."

He's got a way to go yet, considering he's a mere youth of 73. Hegarty retires May 1 from the Richmond Division after 43 years in East Bay transportation.

He started driving street cars in 1937, went from there to trains as a motorman and conductor, and finally to buses as an operator.

"Sometimes I still dream about driving," he laughs. A different sort of dream will come true for Hegarty this summer when he returns for a visit to his native Ireland, which he left in 1923 and hasn't seen since 1929.

Hegarty and his wife make their home at 7109 Blake St., El Cerrito.

When he isn't busy painting the inside of his duplex at 1041 Georgene St., Hayward, *John Law* is fishing at Clear Lake with his grandson or enjoying the sunshine at Palm Springs with his wife.

Law, whose retirement was effective Jan. 1, recalls his 27 years as an operator on bus, train and streetcar.

"I saw kids I once took to school grow up and start pushing baby buggies down the same street where I used to pick them up," he says.

Richard Dias, a utility man at Emeryville Maintenance, says he's finding his new life a little hard to get used to after more than 35 years on the job, but he's looking forward to buying a place in Missouri where he can enjoy the hunting and fishing to his heart's content. His home is at 5969 Marshall in Oakland.

Arthritis has been keeping *George Gonzales* from doing much more than working in the garden, but he frequently finds time to "visit the boys" back at Emeryville Maintenance.

Gonzales started with the old Key System in 1946 and retired as a Class A Mechanic this January.

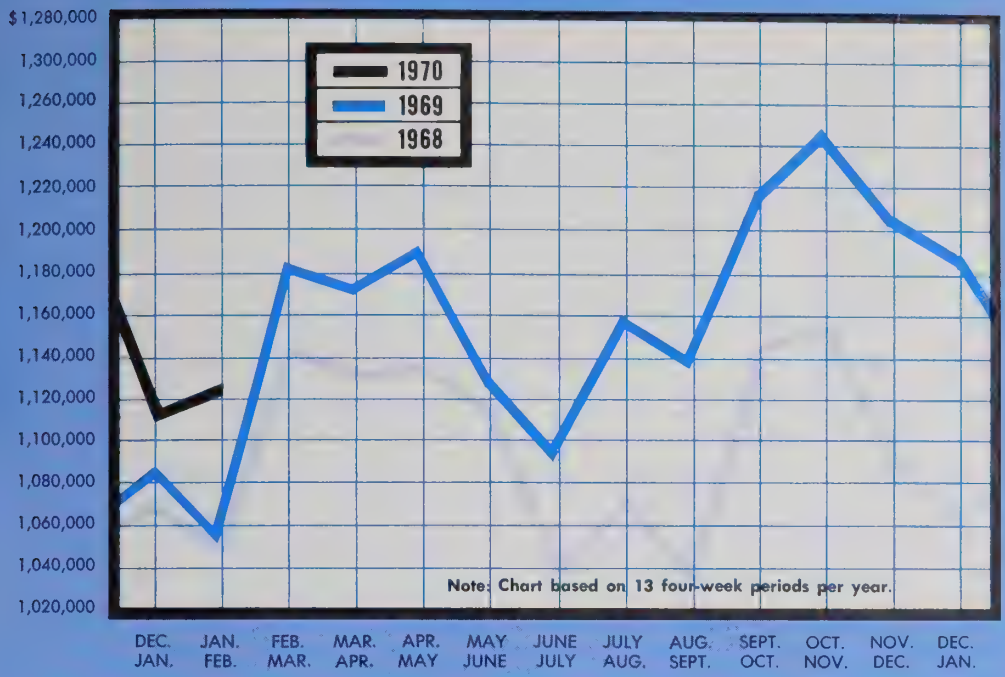
His daughter Lorenzita (better known as "Lorry") also keeps him "up" on happenings. She's a PBX operator with the District. Gonzales and his wife live at 1918 16th St. in San Pablo.

Felix Guerra, Emeryville operator who has been on sick leave since suffering a heart attack last year, has moved to San Antonio, Texas. He joined the District in 1946.

Fishing, bowling and volunteer work are on the agenda for *Janet Willcom,* who recently retired after 24 years of general bookkeeping duties.

First with the Key System in 1946, then with the District, Miss Willcom recalls watching the growth of the data processing industry, going from simple keypunch machines to computers.

3 year passenger revenue comparison



The number of passengers carried and fare box revenue continued on the upswing during February.

Passenger revenue totaled $1,198,858, *up* $93,648 *or* 8.47 *percent over revenue of* $1,105,210 *for the same month in* 1969. *On East Bay lines, fare box revenue was* $651,736, *an increase of* 5.53 *percent compared to year-ago revenue of* $617,597. *Transbay revenue also showed an increase, with a total of* $547,122, *up* 12.20 *percent over revenue of* $487,613 *tallied in February,* 1969.

Commute book sales were up 18.2 *percent, with a total of* $247,973, *compared with sales of* $209,805 *made in the same month, a year ago.*

The number of passengers carried during the month totaled 4,150,876, *an increase of* 2.82 *percent over the* 4,036,866 *who rode District buses in February,* 1969. *On East Bay lines, the riding total was* 3,002,091, *an increase of* 3.25 *percent over last year's February figure of* 2,907,703. *On transbay lines, the passenger count of* 1,148,785 *was up* 1.74 *percent over the year-ago total of* 1,129,163.

Operation costs during the month came to $1,518,147, *up* 10.46 *percent or* $143,819 *over costs of* $1,374,328 *for the same month a year ago. The District operated* 1,895,865 *miles of service, a decrease of* 574 *miles or* .03 *percent below mileage of* 1,896,439 *operated in February,* 1969.

Total income of $1,747,075 *was sufficient to cover operational costs, depreciation and bond debt requirements.*

The transit industry nationally indicated a riding decrease for the month of 6.30 *percent.*

Actions of the Board

At an adjourned regular meeting March 25, the Board of Directors:

• Awarded contract for furnishing bus washers to Wiegand Engineering Corp., on motion of Director Rinehart.

• Awarded contract for data collectors to Trip, Inc., subject to approval of Urban Mass Transportation Administration, on motion of Director Copeland.

• Urged construction of bus shelters at BART stations, on motion of Director Bettencourt. (See story, Pg. 6)

• Accepted report of Advertising and Public Relations Committee concerning forthcoming advertising campaigns, on motion of Director McDonnell.

• Adopted resolution providing for safekeeping of securities owned by AC Transit, on motion of Director Rinehart.

• Adopted resolution supporting legislation permitting use of fuel taxes for public transportation purposes, on motion of Director McDonnell.

• Commended California Toll Bridge Authority for reducing Bay Bridge tolls for commuter buses, on motion of Director Bettencourt.

• Postponed bid opening date for purchase of 30 new buses from April 8 to April 22, on motion of Director McDonnell.

• Named Claude Daughtry, Berkeley, to Board of Directors, representing Ward I, on motion of Director Rinehart. (See story, Pg. 2)

* * *

At a regular meeting on April 8, the Board of Directors:

• Appointed General Manager to serve as representative and Assistant General Manager for Administration, as alternate, on Board of Controls for feeder bus studies in areas outside of AC Transit boundaries, on motion of Director Bettencourt.

• Endorsed Senate Constitutional Admendment permitting highway user taxes to be used for mass public transit, on motion of Director Rinehart.

Transit-Times

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Telephone (415) 654-7878

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GORDON G. WADSWORTH . . Safety Engineer

Drivers top safety goal

Emeryville and Seminary Division bus drivers moved into "top class" this month, beating the goal for safe driving miles. Emeryville operators had an average of 14,101 miles per accident, while Seminary drivers had 13,150 miles.

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Vol. 12 No. 11 May 1970

Transit-Times

Youngsters discover what Makes their buses run

HELLO? HELLO?—Customer Service Supervisor Zada Malinak connects students with recorded message in Transit Information center. Students saw what "makes the wheels turn" at AC Transit, including a demonstration, below, from Jack Rutherford on how bus destination signs are made.

Youngsters tour "the bus place"

Eyes, hands, feet and mouths moved with the zest typical of nine-year-olds as 30 third-grade students from Webster Elementary in East Oakland toured the Emeryville Division this month.

The tour was first in a program of cooperation with the Alameda County Industry-Education Council, Alameda County School Department. The District also sends buses to schools—when equipment and personnel are available—for teaching youngsters the ABC's of public transit riding.

Norman Williams, assistant supervisor of schedules, conducts the tours, with the aid of William Green, chief clerk, maintenance. A ride through the automatic bus washer is highpoint of the tour.

CENTRAL DISPATCH—The ears and voice of AC Transit's central dispatching department, where instant communication is provided by the two-way radio network, enthralls touring youngsters, Dispatcher Robert Brower explains.

Public to study Bus routing for BART feeder lines

Residents will have the chance to make their views known on how AC Transit plans to serve BART stations before existing bus routes are changed in the East Bay.

The Board of Directors has agreed unanimously that service plans be taken to Boards of Supervisors, City Councils, Chambers of Commerce, City Planning Commissions, Neighborhood Improvement Associations, merchant and management representatives and other interested groups before final approval to service changes is given.

BART management will study proposed pattern of bus feeder service before the two transit properties confer on how best coaches can pick up and deliver rapid transit riders, while still meeting transportation needs of other residents.

When board members make final decisions and policies are adopted, it will reflect what the majority of people want in the way of bus service, William J. Bettencourt, San Leandro director and chairman of the project development committee, commented.

The committee is meeting monthly to hear reports on coordination progress.

Studies on how to route nearly 100 bus lines to best serve passengers from the District service area have been under way at AC Transit for over two years.

It represents the most massive and intricate changes in transit patterns in over 100 years of East Bay transportation. Today's network in part follows that provided by Key System trains and streetcars, which in turn followed routes plodded out on town streets and country roads by first horsecars.

HAWAII? — No! It's the East Bay's own beach at South Shore on a Sunday afternoon —one of the attractions expected to interest tourists during AC Transit's sightseeing tours June 16 through Sept. 7.

ATTRACTIONS on the east side of San Francisco Bay will be paraded again for visitors — and residents — in a summer sightseeing tour conducted by AC Transit from June 16 through September 7.

The tour, arranged in cooperation with the Oakland Chamber of Commerce, takes passengers on a two and a half hour loop through four cities—Oakland, Alameda, Piedmont and Berkeley.

Buses will leave Jack London Square daily at 1 p.m., except Mondays.

While viewers relax in an air-conditioned coach, a hostess from the Oakland Chamber narrates points of interest.

The routing has been planned to include hilltop views, estates, a loop through Mills College campus and a 20-minute walk around the roof garden at the Mormon Temple. A five-minute picture taking stop also is made at Sather Gate, University of California in Berkeley.

The fare for adults is $3 and for children under 17, $1.50. Bus passengers with valid transfers may board the sightseeing bus and pay only $2.75 ($1.35 for children). They'll also receive a tour transfer good for token fare on return trip home.

By-pass lane speeds commute

Bridge buses back on schedule

Travel time and "on time" operation of San Francisco commute buses has improved remarkedly since installation of an exclusive bus lane by-passing toll gate congestion on the San Francisco-Oakland Bay Bridge.

Most District buses now are arriving at the Transbay Transit Terminal, San Francisco, on schedule or a minute or two ahead of time, according to W. E. Robinson, transportation engineer.

A survey made before the exclusive lane was established by the State Division of Bay Toll Crossings disclosed 75 percent of District buses were running late during morning commute hours. Riders, who had been taking earlier schedules to make up for the delay, are returning to former schedules as result of the on-time operation, Robinson said.

One passenger, Violet Fitzgerald, Alameda, couldn't wait for the lane to be installed before expressing her approval. On the back of the flyer handed out to commuters ahead of time to explain the purpose of the lane, she wrote:

"Read your message with a great deal of pleasure, as I believe it will give us even better service to San Francisco—and I think AC has the best now.

"Have wanted to write you many times to tell you I think the operators on the AC lines are wonderful and we all appreciate them. They are competent, courteous, pleasant. Buses are clean . . . service is great . . . just wanted to say thanks."

Commuters using transbay Line A joined the "early birds" on May 25, when the downtown Oakland line was rerouted to take advantage of the by-pass.

Line A buses were rerouted from 14th St. and Cypress St. to the Nimitz Freeway on-ramp to gain access to the zoned-off bus lane, which is open during peak morning commute hours, 6 a.m. to 9 a.m. on week-days only.

The rest of the time, Line A coaches are following present routing over West Grand Ave., but are no longer serving the Oakland Army Base on westbound trips except during "Owl" hours. Riders using Line A to reach the Army Base have the alternate of boarding local Line 12 on 14th St. or transbay Line B on Grand Ave.

With the Line A rerouting and an additional bus in service on transbay Line F, the total of commute buses whizzing by on the exclusive lane rose to 508, compared to the original count of 494.

Buses were rolling at an average of every 21 seconds during the by-pass period—and at an average of every 10½ seconds during the peak of the commute.

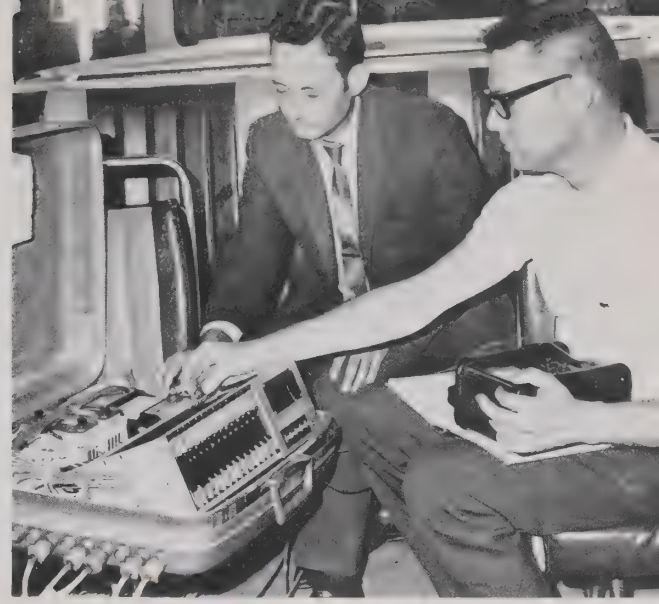
Both AC Transit and Greyhound commute buses are taking advantage of the zone, zipping through the toll plaza congestion without stopping. Tolls are paid monthly on the honor system.

To lure more motorists from their cars, AC Transit "took to the air" during prime morning time on major radio stations with advertising pointing out advantages of commute travel by bus. Simultaneously, newspaper ads featured a photograph of buses rolling on the exclusive lane past stalled automobiles.

Record performances

AC Transit drivers rolled up an all-time record for safe driving miles in April, with an average of 14,136 miles per accident. Richmond Division made the best "score" with 20,113 miles.

Maintenance departments also shared honors with a total of 19,132 miles per mechanical road call. Emeryville was top with 22,389 miles.



PACKED TO GO—Data collector is installed in AC Transit bus by Roy A. Renner, mechanical engineer, center, and its designer, Richard D. Lawhorn, for evaluation of diesel bus performance.

Data collector measures diesel bus Performance for steam comparison

A custom-made electronic data recorder—which literally fits into a standard suitcase—was installed on an AC Transit bus this month.

Its mission: to provide information on performance, operating characteristics and fuel economy of diesel buses as a basis of comparison for evaluating steam-powered buses.

The testing, described by engineers as "the first of its kind," will provide a target for designers of steam power systems. The "spy box" was installed on coach No. 666 as the first contract was awarded to actively launch the work phase of the steam propulsion project.

The initial contract was negotiated by the California State Assembly Rules Committee with William M. Brobeck & Associates of Berkeley. Brobeck is expected to develop a steam engine for experimentation in an AC Transit bus in approximately 12 to 15 months.

The contract was the first awarded under the Assembly's grant from the U.S. Department of Transportation to determine the steam system's efficiency, reliability, cost of operation and amount of pollutants released in comparison to the internal combustion engine.

The grant, first of its kind to be awarded to a state legislature, now totals nearly $1,500,000.

AC Transit, along with San Francisco Municipal Railway and Southern California Rapid Transit District, is participating in the project.

Richard D. Lawhorn of Instrumentation Associates, Castro Valley, developed the self-contained data recorder, which was installed on the floor near the rear seat of the District coach.

The device will continuously record data on more than 20 operating variables such as distance, speed, road gradient, stops/starts, sound level, fuel consumed and passenger load.

(Separate laboratory simulation tests will be required for exhaust emission and odor measurement, because no sensors have yet been developed which are capable of translating these factors into electrical impulses measurable under actual road conditions.)

For the pre-engineering phase of the project, the District is providing a bus, operators and a ballast load equivalent to an average passenger load.

LEGION AWARDS—Participating in American Legion ceremonies presenting community service citations to AC Transit were, from left, Vincent Hidalgo, past commander, Tenth District; Howard Olson, chairman of the Law and Order Commission, Tenth District; Alan L. Bingham, general manager, AC Transit; Philip L. DeCoy, bus operator; and David B. Hightman, supervisor.

District cited for community service

Members of the American Legion in the East Bay have joined together to thank AC Transit for stepping outside of regular activities to come to the help of people in distress.

Three citations were awarded by Tenth District, American Legion, Department of California, in a special ceremony attended by veterans of 23 posts last month.

A special certificate of appreciation was given to the District for use of the two-way radio in aiding people.

In accepting the award, General Manager Alan L. Bingham said the use of the two-way radio system, which links buses with a central dispatching headquarters, has enabled workers to quickly perform public services that two or three years ago were impossible.

He credited the electronic age—but gave equal credit to employees of the District—for saving lives, preventing crimes, reporting accidents and fires and frequently aiding citizens, even at the risk of their own well-being.

Citations for meritorious service were given to AC Transit supervisor David B. Hightman, 35, 4250 Harmon Rd., El Sobrante, and Bus Operator Philip L. DeCoy, 27, 1125 East 18th St., Oakland.

Hightman helped police apprehend three suspects in less than two weeks. In the first incident, he reported two men breaking into a cafe, led officers to the scene and aided in the capture. In the second case, he spotted an escaped suspect, reported his hiding place and helped in the arrest.

DeCoy maneuvered his transbay Line W-Alameda bus behind a car swerving out of control on the Bay Bridge to protect traffic behind him. He then jumped from the bus, stopped the moving car and summoned aid for the driver, who had suffered a seizure.

An American Legion citation also was given to Charles Rosas III, 14, son of Charles Rosas, Jr., Seminary Division driver. The boy drove off two armed robbers who had knocked down and were beating a neighbor woman.

The family home is at 1925 Harrington Ave., Oakland.

Transit Times mailing

Interested citizens, AC Transit employees and friends are invited to join those receiving *Transit Times* each month. A call to Public Information, 654-7878, will put you on the list.

Three year comparison

Passenger revenue up

Passenger revenue showed an increase during March, while the number of riders carried dropped slightly below the total for the same month in 1969.

Passenger revenue totaled $1,357,213, *an increase of* $77,098 *or* 6.02 *percent above fare box revenue of* $1,280,115 *for March,* 1969. *On East Bay lines, passenger revenue was* $730,151, *an increase of* 2.60 *percent compared to year-ago revenue of* $711,678. *On transbay lines, revenue showed an increase of* 10.31 *percent, with a total of* $627,062 *compared to* $568,437 *collected in the same month a year ago.*

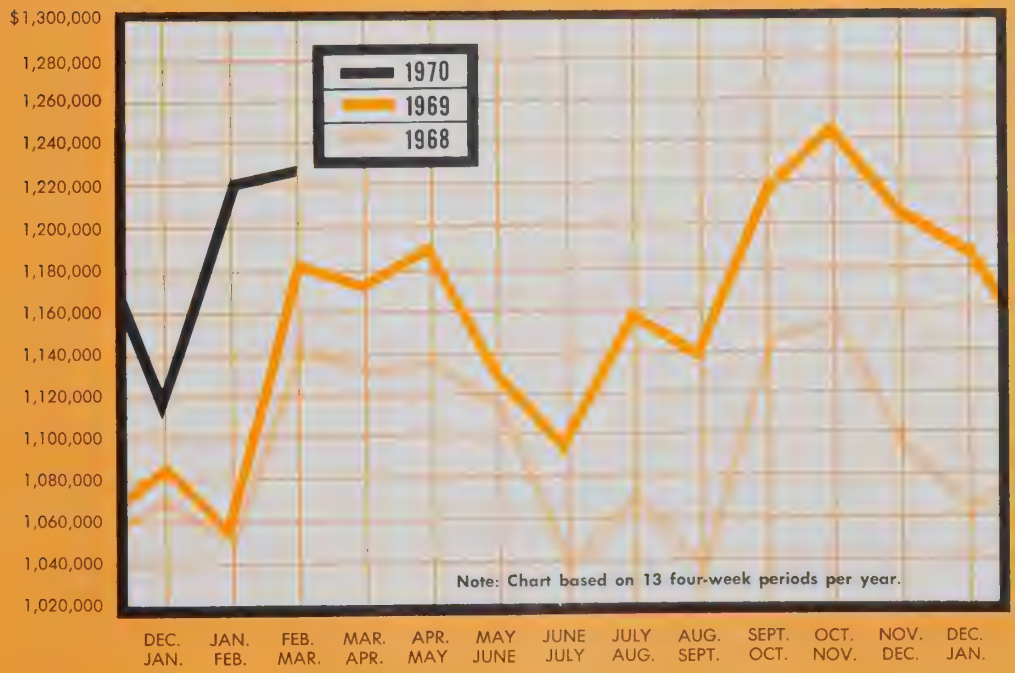
Commute book sales were up 24.6 *percent, with a total of* $280,094, *compared to sales of* $224,837 *made in March of* 1969.

The number of passengers carried during the month was 4,594,201. *down* .90 *percent below the total of* 4,636,075 *who rode District buses in March,* 1969. *East Bay riding virtually held its own, with a riding total of* 3,317,877, *a decrease of* .64 *percent over the year-ago tally of* 3,339,104. *On transbay lines, the passenger count of* 1,276,324 *was* 1.59 *percent below the March,* 1969 *figure of* 1,296,971.

Operation costs during the month were $1,619,461, *up* $109,588 *or* 7.26 *percent above year-ago expenses of* $1,509,873. *The District operated* 2,137,377 *miles of service, an increase of* 49,935 *miles or* 2.39 *percent above mileage of* 2,087,442 *operated in March,* 1969.

Total income of $1,899,498 *was sufficient to cover operational costs, depreciation and bond debt requirements.*

3 year passenger revenue comparison



Actions of the Board

At an adjourned regular meeting April 22, the Board of Directors:

• Referred bids for new buses to management for review and recommendation, on motion of Director Rinehart.

• Approved rerouting of transbay Line A, on motion of Director Bettencourt (See Story, Pg. 4).

• Authorized Safety Engineer to serve on executive committee, Transit section, National Safety Council, and staff member to attend meeting of Transportation Research Forum, on motion of Director Bettencourt.

• Accepted withdrawal of bid from Trip, Inc., for data collection equipment and awarded bid to Colorado Instruments, Inc., subject to certain specifications, on motion of Director Rinehart.

• Pledged support to Federal legislation to provide aid for transit systems burdened by capital debts, on motion of Director Rinehart.

• Approved extension of Line 14 and rerouting of westbound Express Line 33-A, on motion of Director Bettencourt.

• Reaffirmed policy of transit representation on Metropolitan Transportation Commission, on motion of Director Rinehart.

• Moved to convene in executive session, to be followed by adjournment to May 13, on motion of Director Copeland.

* * *

At the regular meeting May 13, the Board of Directors:

• Rejected bids for 30 new buses and authorized management to negotiate on open market for coaches, on motion of Director Copeland.

• Appointed Directors Rinehart, McDonnell and Warren to serve on committee for purchase of new buses, on motion of Director Bettencourt.

• Authorized General Manager to participate as member of new Transit Research Review Board, on motion of Director Copeland.

• Authorized going out to bid for transfers and hat checks, on motion of Director Rinehart.

• Approved public presentations of rerouting plans to serve BART stations, on motion of Director Bettencourt.

• Established new position of assistant claims manager, on motion of Director Warren.

Transit

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Transit-Times

AC TRANSIT

Buses back on Broadway

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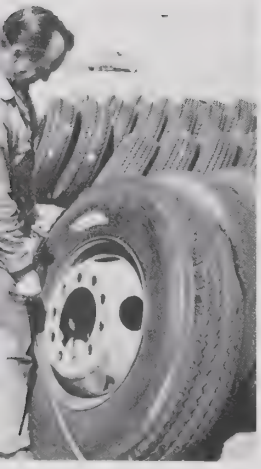
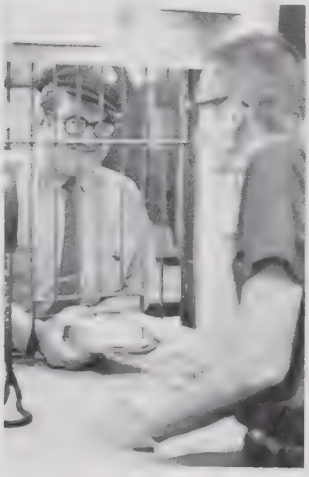
FAIR EXCHANGE—Supervisor Loren Ball, who served as one of the PBX Information clerks during the strike, happily hands his headset back to Zada Malinak, customer service supervisor. At right, Glenn Ashmore, maintenance superintendent, and Vincent McCarthy, foreman, change batteries at Emeryville Division to activate bus fleet.

Back to business as usual

ON THE JOB—End of walkout put central dispatchers, including J. W. Hacking, left, back in radio communication with buses. Among busiest workers were dispatchers like Donald Myers, who prepared new run assignments for returning bus drivers.





GETTING READY—Checking tires, before first bus rolled, was Charles Donges, left. First driver out, E. G. Courant, receives transfers and assignment from dispatcher Warren Potts, then wheels out of Seminary Division, a bright light in midnight darkness.

Public transit rolls again

Striking employees return to work as Discussions continue on labor contract

AC Transit workers returned to their jobs—and a special "Welcome Back" this month—after a strike closed the property for 19 days.

The walkout ended after the District and Division 192, Amalgamated Transit Union agreed to arbitrate recommendations of a fact-finding committee.

Bus drivers, in the meantime, were given an interim wage increase of 36 cents an hour, bringing their hourly rate to $4.50. Other workers received a corresponding 8.7 percent increase.

The fact finders worked through 424 union proposals and 131 District items before coming up with more than a dozen major issues it felt should be recommended. Disputed items include ultimate wage rates to be paid on the property, cost of living allowance, fringe benefits and working conditions.

The "welcome" was shared jointly by employees and their customers.

Banners were hung at each division to carry greetings to returning drivers, mechanics and clerks. At the same time, car cards were posted on each coach, to express a welcome to passengers.

End of the strike was happy news to 200,000 riders, who daily use District buses. People rolled out family automobiles, formed car pools, rode bicycles or walked during the transit shutdown. Traffic jams affected freeways and the San Francisco-Oakland Bay Bridge, pointing up the important role of public transit in avoiding traffic strangulation and air pollution.

Automobile travel on the Bay Bridge increased 10 percent during commute hours, slowing motorists to the point where it took some drivers over two hours to travel the span.

The exclusive bus lane, which bypasses congestion at the bridge toll plaza, was back in operation, giving transbay buses a clear route to the Transbay Transit Terminal in San Francisco.

"First man out" when the buses went back into service was E. G. Courant, 5805 Harmon Ave., Oakland, who also was the first driver to roll without monetary stock when the Ready Fare plan of riding went into effect two years ago.

Courant took his Line 83 owl run out of Seminary Division at 12:07 a.m. June 20, while television cameras and a still photographer clicked away. A short time later, a bus left Emeryville Division, then Richmond yard. A standing crowd of passengers was aboard the first transbay Line A coach to leave San Francisco terminal at 12:30 a.m.

Superior Court judge Emerges as master Mediator of dispute

A persistent and determined judge was credited with working out the interim agreement which got buses back on the road.

Legal representatives of AC Transit and Division 192, Amalgamated Transit Union, were before Superior Court Judge Robert L. Bostick to argue the District's contention that under Transit District law, union members are forbidden to strike. The judge said he was going to rule in favor of striking workers, but in the meantime, pressed each side for action to end the strike. His efforts finally were successful.

Judge R. L. Bostick

"Both sides had a fundamental desire to get the buses back in service and a real sense of responsibility to the public," Judge Bostick remarked later.

"From there it was just a matter of hammering out details."

Judge Bostick said he also had been friends with both attorneys for over 18 years, with resulting mutual trust.

Buses to have anti-smog kits

New AC Transit buses will be equipped with experimental smog control kits and will have more attractive interiors.

In awarding a contract last month for the purchase of 15 new coaches to General Motors Corp., the Board of Directors called for optional equipment to improve transit riding and engine performance.

Along with anti-smog packages, the new buses will have ceiling paneling to the top of standee windows, eliminating the traditional advertising frames.

General Manager Alan L. Bingham noted earlier that advertising revenue would not be jeopardized, since the current fleet of nearly 700 buses already contain racks and much of the space is unsold.

The smog control kits are expected to reduce air pollutants, odor and engine noise.

Five of the new buses will have the complete Environmental Improvement Program package, which includes an improved fuel injector and air filter, a rubber engine mounting to reduce noise and a vertical exhaust stack to help eliminate diesel exhaust odor.

The other 10 buses will have the Environmental Improvement Program kit, less the catalytic muffler.

To help offset expenses for desired improvements, the District agreed to accept a less expensive seat, at no loss of passenger comfort.

Total District expenditure for the GMC coaches, including freight, is $483,-989.55, without taxes. Delivery is expected by early November.

The District has an option to buy an additional 15 buses from GMC at a later date.

Assistant claims manager named

Robert L. Gettys, 43, has joined AC Transit as assistant claims manager with headquarters at the General Offices.

Gettys, who assumed the newly created position last month, formerly was claims manager for Mission Insurance Co. in San Francisco.

He began his career as an insurance adjuster and later became a regional examiner. In 1967 he was named assistant claims manager for Continental Insurance Group in San Francisco. Two years later he became claims manager for Mission Insurance.

Robert Gettys

A native of Iowa, Gettys is a Navy veteran and a graduate of Stanford University. He and his wife, Mary Anne, have four children. They live at 5224 California St., San Francisco.

Gettys' hobbies range from fishing to model airplanes.

New bus riding data Featured in yellow Pages of phone book

Bus riding information is no further away than the yellow pages of the new Pacific Telephone Directory.

A description of AC Transit's bus routes and a map of the system are on Pages 2, 3, 4 and 5 of the yellow pages.

Space is provided as a public service oy the telephone company, putting transit information at the fingertips of the more than 500,000 phone customers who annually receive the free "best seller."

If additional assistance is needed, it's no further away than a toll-free call to Transit Information (Oakland, 653-3535; Hayward, 582-3035; Richmond, 232-5665; San Francisco, 434-4334).

Driver honored for Alert reporting of Fire bomb blaze

FIRE BOMB HERO—Richmond operator Warren E. Kummer receives service citation from Alan L. Bingham, general manager.

A new bus driver has been given an AC Transit community service citation for saving the Berkeley office of the Alameda County Welfare Department from destruction by a gasoline fire bomb.

The citation was presented to Warren E. Kummer, 26, of 3996 La Colina Rd., El Sobrante, at a meeting of the Board of Directors.

Kummer was at the wheel of a Line 72 bus southbound on San Pablo Ave. in Berkeley shortly after 4 a.m. Friday, May 1, when he spotted "a fire burning pretty good" in the front of the building at 2530 San Pablo.

He immediately radioed the District's central dispatching headquarters and stood by, with his load of seven or eight regular early morning riders, until the fire department arrived minutes later.

Police said someone used a brick to smash a hole in the front window of the office and dropped in two crude firebombs. Only one exploded, apparently seconds before Kummer saw the flames.

The citation was given by the District for Kummer's "outstanding contribution to the betterment of his community and the well-being of his fellow citizens."

He was one of three men rescued from the bay in 1965 when a new Coast Guard boat broke up in heavy seas while en route to Sausalito. They radioed for help and were "down in water to the gunnels," Kummer recalled, when another boat arrived and rescued them.

Survey reveals bus riding pattern

Buses were carrying 55 percent of people crossing the Bay Bridge during peak commute hours—an 11 percent gain over last year's total—at the time service was interrupted by a strike.

Although an increasing number of commuters switched to public transportation, the bridge handled more cars than ever—with fewer riders per car.

During the 6:30 to 8:30 a.m. peak, the number of car passengers decreased from 20,388 counted a year ago, to 19,309 this year. The number of cars increased, from 14,343 last year, to 15,243 automobiles on the span during the same peak hours this year, a survey made by the Institute of Transportation and Traffic Engineering, University of California, showed.

It takes 476 buses to do the job of transporting 17,897 riders during the period, according to the survey.

Since AC Transit went into operation almost 10 years ago, transbay patronage more than doubled, while car passengers increased 3.5 percent.

THE TIMES, THEY ARE A'CHANGIN'

The place? Broadway in downtown Oakland, between 13th and 14th Streets. The times? In the photo above, around 1910, when the horse, automobile and trolley car lived together in relative harmony. The Kelly car passing through the intersection was known to its riders as "the old ladies' comfort," the ultimate in easy boarding for long-skirted females. By 1945-46 (photo at left by Waldemar Sievers), the horses were long gone, skirts were shorter, but streetcars still held sway at the same busy junction. In the photo below, taken shortly after Broadway was restored following the placement of BART in the basement, AC Transit buses share the road with the ever-present automobile and a mini-skirted lass. Today the young lady would have to pick her way around construction work, part of the street beautification program underway on Broadway. (Photos, Harre Demoro collection)

April revenue improves

Business activity was on the upswing during April, with fare box revenue and the number of riders carried showing an increase, compared to the same month a year ago.

Passenger revenue totaled $1,380,153, *up* $93,306 *or* 7.25 *percent over fare box revenue of* $1,286,847, *for April,* 1969. *On East Bay lines, passengers revenue was* $738,419, *an increase of* 3.47 *percent compared to year-ago revenue of* $713,637. *On transbay lines, revenue showed an increase of* 11.95 *percent, with a total of* $641,734, *compared to* 573,210 *collected in April,* 1969.

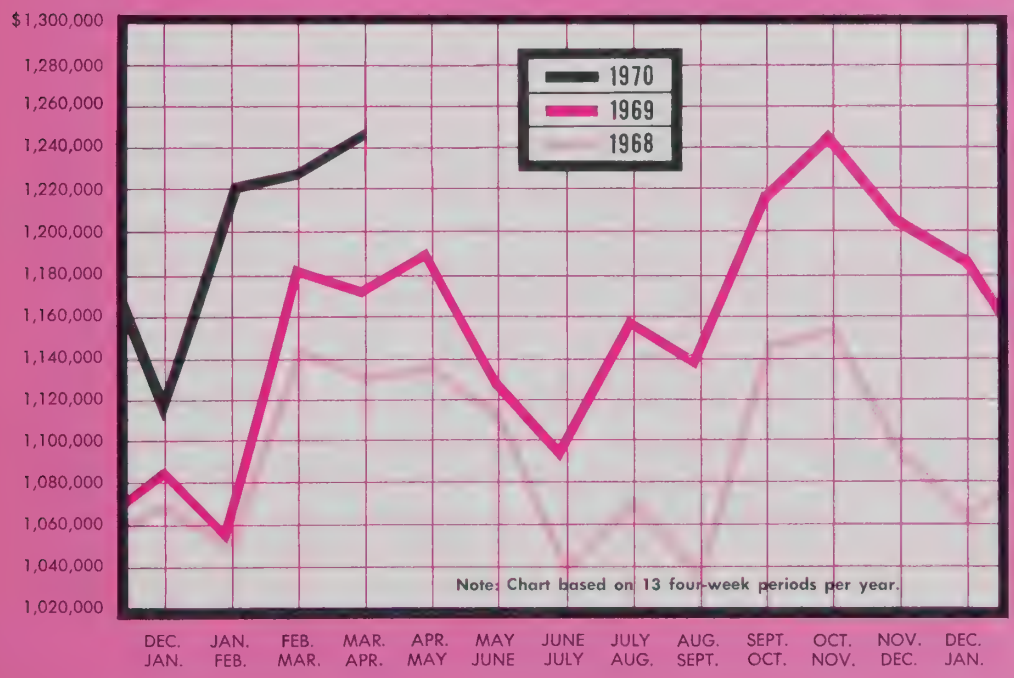
Commute book sales were up 21.2 *percent, with a total of* $282,788, *compared to sales of* $233,264 *made in the same month a year ago.*

The number of passengers carried was 4,715,548, *up* 2.07 *percent over the year-ago riding count of* 4,619,912. *East Bay riding showed an increase of* 2.62 *percent, with a total of* 3,402,254 *compared to last year's total of* 3,315,379, *carried in April,* 1969. *Transbay lines carried* 1,313,294 *passengers, up* .67 *percent over the* 1,304,533 *who rode transbay buses in the same month a year ago.*

Operations costs during the month were $1,671,683, *up* $148,310 *or* 9.74 *percent above year-ago expenses of* $1,523,373. *The District operated* 2,139,657 *miles of service, an increase of* 54,773 *miles or* 2.63 *percent over mileage of* 2,084,884 *recorded in April, a year ago.*

Total income of $1,948,953 *was sufficient to cover operational costs, depreciation and bond debt requirements. The transit district nationally showed a decrease in revenue passengers for the month of* 4.63 *percent.*

3 year passenger revenue comparison



William E. Berk

E. Guy Warren

Robert M. Copeland

Ray H. Rinehart

Claude Daughtry

John McDonnell

William J. Bettencourt

Actions of the Board

At an adjourned regular meeting May 27, the Board of Directors:

• Adopted recommendations of Special Bus Evaluation Committee to award contract for purchase of buses to General Motors Corp, at total unit cost of $34,144,67 including taxes, on motion of Director McDonnell. (See story, Pg. 4)

• Adopted resolution authorizing General Manager to contract with GMC for manufacture and delivery of 15 to 30 coaches, on motion of Director McDonnell.

• Adopted advertising budget of $193,436 for forthcoming fiscal year, on motion of Director McDonnell.

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Executives named to Research committee

Two chief transit executives from the Bay Area have been named to a new national committee to evaluate research proposals for the entire transit industry.

Alan L. Bingham, AC Transit general manager, and B. R. Stokes, general manager of Bay Area Rapid Transit, will serve on the 12-man advisory board.

The group will provide operating experience and technical ability against which new research proposals may be measured before public funds are committed by the Urban Mass Transportation Administration.

Another California transit executive, Samuel Nelson, general manager of Southern California Rapid Transit, also was named to the board.

Formation of the committee was announced by John Paul Jones, president of the American Transit Association.

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Transit-Times

AUG 5 - 1970
UNIVERSITY OF CALIFORNIA

Radio 'voice' given modern bus fleet

Entire modern bus Fleet tied into two Way radio network

INSTALLATION—Walter Sandoval mounts radio head control on bus.

AC Transit's entire modern bus fleet was taking to the airways this month as two-way radio sets were installed in another 160 buses.

With 300 buses already tied into the instant communications network, completion of the current project will result in 460 coaches with radio units before the end of August.

Fifteen buses now on order and an option pending for 15 more will bring the total to 490 buses hooked into the radio system.

The installation program is proceeding at the rate of five buses a day and will bring "a voice" to every bus purchased by the District since it went into operation in 1960.

With the exception of 237 other model coaches, rolled into service during peak commute hours, all buses on local, intercity express and transbay lines will be equipped with radio communication.

Cost of the equipment, including an additional base station for a third channel, is $178,788. A federal grant from the U.S. Department of Transportation covers approximately half of total costs.

Since 1967, when the first radios were installed, the two-way system – linking buses and supervisor cars with central dispatching headquarters – has proven invaluable from an operational standpoint.

Radio direction permits instant rerouting around traffic tie-ups or other street conditions and permits improved use of equipment, which can be dispatched as needed.

An unexpected "dividend" has been valuable community assistance.

Drivers have spotted fires, robberies and assaults. They also have summoned help for passengers on board buses and for other residents in need, receiving credit in many cases for life-saving acts.

Leigh, Wilson, start active retirements

Alvin G. Leigh of Richmond Division ended 44 years of service with AC Transit in June and promptly left on an extended trip which took him to Alberta, Canada, among other places.

Activity and movement are normal for 68-year-old Leigh, however. Both he and his wife are active in a square dancing group and, a few years ago, Leigh went through a fast "do-sey-so" with a member of the Japanese Royal Family while Her Highness was visiting the United States.

Among other honors, Leigh won the coveted "Golden Wheel Award for Distinguished Service" in June, 1968.

Calimesa, a San Diego suburb, gained a solid citizen last month when *Carl O. Wilson* moved to that Southern California town after 29 years of service.

People to decide transit future

AC Transit will go directly to the people to determine what the people want in the way of future bus service.

Expectantly, that's the system of service AC Transit will provide when BART begins operations.

Alan L. Bingham, general manager of AC Transit, reiterated this District policy this month in the first of a series of appearances before community groups.

Bingham spoke before the Alameda County Mayors' Conference on future urban transportation objectives. Taking part were BART representatives.

Referring to what had been listed on the agenda as "competition for patronage," Bingham said he felt there was no need to make allusion to competition with BART, since it didn't exist.

"Our purpose is to encourage more people to use public transit. We're competing with the private automobile and trying to improve the quality of public transportation to attract more people from their cars.

"In considering rerouting – and we have completed initial plans for changing virtually every bus line – we approached all communities and neighborhoods so each would have the best quality of transportation that economically can be provided," Bingham told civic leaders.

Rerouting plans have been sent to BART to get the thinking of their technical people from the viewpoint of rapid transit service. Plans then will be presented to AC Transit's Board of Directors for consideration.

Before the board takes final action, however, rerouting proposals will be submitted to numerous public agencies and organizations to aid in determining exact public wishes.

The District expects to continue service—at least during the initial period of BART operation—in those areas where transit users still can make a faster trip by bus rather than by using a feeder bus and transferring to a train at a BART station, Bingham said.

From Webster Street in Alameda, as an example, it is expected to take a commuter 26 minutes to travel by feeder bus to the downtown Oakland BART station to transfer for a BART ride to San Francisco. It now takes a bus 21 minutes to make the same trip, the chief transit executive explained.

Even though the ride might take longer and involve transferring, some people may want to travel to BART for an exciting train ride in a subway under the bay, Bingham added.

"But if we want to do a conscientious job, we must use caution before abandoning service, in order not to lose any transit riders to private cars.

"With activation of BART, we want to not only retain all riders who are using public transit. We want to build on this foundation and add far greater ridership, as result of the transit speed BART will give many areas," Bingham said.

AC Transit and BART have changed "sides" in an unusual move toward resolving an important phase of coordination—physical procedures for adult passenger transfer between the two systems.

BART's preferred plan provides for passengers making a round trip.

AC Transit's preferred plan provides for round trip passengers, as well as those making a single one-way trip.

To try to reach a solution, BART is assuming AC Transit's objective and is attempting to develop its own plan to accomplish this purpose.

Conversely, AC Transit is following the same procedure with the BART plan.

Both agencies then will meet in the hope of arriving at a mutually agreeable plan for handling of intersystem passenger transfers.

"Transit Information—May I help you?"

The phones never ring at AC Transit Information Center. Instead, they wink. Twenty hours a day.

Winking lights indicate callers in need of help. "I'm at the corner of such-and-such streets, and I want to get from here to there." But even the simplest requests can get complicated when the caller is navigating by landmarks, as they frequently do.

Landmark navigation means "I want to go to the Walgreen's on Broadway," for example. Never mind the fact that the drug store hasn't been on that corner for years—the operators in Transit Information do their best to pinpoint the spot and quickly divulge the fastest and most convenient route by bus.

Satisfaction High

Fourteen regular operators—five more on stand-by—have the information at their fingertips, but frequently they don't need to flip through the route files at all. Though schedule changes come in almost daily, the women who man the phones absorb data nearly as fast as they can read, and give out "the straight dope" almost as rapidly.

Customer Services Supervisor Zada Malinak has been "on the phones" for 24 years. She has never lost her sense of anticipation, of "who knows what the next call will bring?" Judging from the low turnover, neither have most of her operators, who together handle an average of 2,500 to 3,000 callers a day.

"You have to enjoy dealing with the public—no question about that!" says Zada. "There's a great deal of satisfaction in helping people this way. And the change of pace keeps you constantly on your toes."

Zada, who has been supervising Transit Information for seven years, recalls with particular pleasure that midnight moment in 1960 when she switched from answering "Key System" to "AC Transit Information—may I help you?"

Another highpoint came in 1964 with the installation of the Automatic Call Distribution System. The ACDS, a highly sophisticated electronic device, receives calls and directs them approximately in the order received to available attend-

LINES OF COMMUNICATION—Zada Malinak (r), Customer Services Supervisor, helps keep communications flowing at Information Center, Emeryville.

DOUBLECHECK—Marilyn Tott scans the wall to make sure the route she recommends is best suited to the caller's need.

ants. When all stations are busy, the ACDS stores the calls until someone is available. Calls waiting for 15 seconds are connected to a delayed announcement machine which explains the wait to the caller.

Part of the ACDS is the supervisor's console, which tells Zada at a glance how many attendants are available, how many calls are connected, and how many customers are waiting.

It also registers the number of calls each operator handles, as well as the number of times all incoming lines are busy. These statistics help in scheduling work hours and in determining efficiency of service.

"Where's My Lunch?"

A new Transit Information operator spends three months in training. She begins by drawing maps of each route until she is perfectly familiar with District service in all areas. Then she listens in on calls handled by a veteran operator. Before long she too is ready with answers on schedules, routes, special services, fares, transfers—even an occasional request to track down a particular bus that someone has left their lunch on!

Efficiency obviously is more than quantity—though quantity there is, with nine operators working over a 20-hour weekday schedule.

"On a good day, one operator should be able to handle an average of 350 calls," Zada explains, "but we don't stress speed. Speed is not as important as accuracy and completeness of information. Taking your time with people is more than just good human relations—it cuts down on the number of call-backs."

Mysterious Caller

Commute hours bring the heaviest business, but 9:30 a.m. is a popular time too. That's when the housewife has her family off to work and school; she's ready to go shopping. Senior citizens too are rarin' to go by bus, especially with their 10 cent fare in effect from 9 a.m. to 3 p.m.

Operator Otha Guiles remembers a call that came in not long after the special rate went into effect.

"What do I have to do to qualify as a senior citizen?" the gentleman asked.

Something in his voice prompted her to ask, "Well, how old are you?"

"Eleven," the caller replied.

IN A SLOW PERIOD—Lorrie Mestas gathers pocket schedules, other printed matter for mailing on request. Lorrie often is called on to help Spanish-speaking passengers.

THE NEW AND THE OLD—In an experiment to improve interior appearance of coaches and give greater impact to advertisers, AC Transit has extended melamine ceiling panels to the top of standee windows in left photo. Photo at right shows the difference when historical advertising racks are in place.

New "topside" look for buses

AC Transit wants to improve the interior appearance of its new buses—and at the same time, give more impact to inside advertising.

As result, 15 new coaches ordered for delivery later this year will have melamine ceiling panels extended to the tops of standee windows for a streamlined, open-appearing "new look."

Emphasis will be given, consequently, to the only remaining advertising, featured in 21 by 22 inch curved frames.

The treatment will eliminate historical advertising racks that have extended along the sides—and have occupied a position above the heads of transit riders since horse car days.

One bus on the property already has been refurbished, with extended paneling, to show an "uncluttered" effect.

In the meantime, two of the 21 by 22 curved frames, one on each side of the coach—have been installed in 350 regular buses, with the possibility the number may be increased to four.

By eliminating other advertising, the space should become more valuable with no resulting loss in revenue.

The usual racks still will be available in the current fleet of 700 buses.

Preliminary budget adopted for fiscal year

A preliminary operating budget of $22,452,845 has been adopted for the current fiscal year by AC Transit.

The estimate, approved by the Board of Directors at a meeting late last month, does not provide for increased labor expenses, which are to be arbitrated under a Union-District agreement.

An interim wage increase of 36 cents an hour for bus drivers and a corresponding 8.7 percent boost for other workers is being paid pending the arbitration.

Under the preliminary estimate, total operating revenue is projected at $17,105,700. Operating expenditures are estimated at $20,047,145 and equipment renewal and payment of bonds at an additional $2,405,700.

Anticipated tax receipts, at the current consolidated rate of 19.2 cents per $100 of assessed valuation, are $5,379,000. Preliminary figures, without anticipated labor increases, resulted in a balanced budget, with a net surplus of $31,855.

Super bus project

Design sought for future coach

AC Transit's successful experimentation with its articulated bus, the Freeway Train, is being extended to a new super bus project which will change the pattern of future urban transportation.

Goal of the nation-wide program is development of a vehicle with substantially larger passenger carrying capacity.

The National Transportation Center, a non-profit corporation in Pittsburgh, Pa., and six transit properties—including AC Transit—are to participate in the program to design and test a super bus. Federal funds are expected to finance approximately two-thirds of total costs.

The District's part in the project was approved by directors this month. Other participants committed include Dallas, Pittsburgh and Minneapolis, with Atlanta, Los Angeles, New York and New Jersey as potential partners.

AC Transit's experience with the 60-foot long Freeway Train during the past four years has demonstrated a double bus can carry more riders—in this case 77—in greater comfort and at less cost per passenger than a regular 51-passenger bus. As result, the District had pursued acquisition of a fleet of newly designed articulated buses for local transit needs.

That concept now will be given more extensive testing as result of the growing conviction among other operating properties and the U.S. Department of Transportation that a larger bus must be developed if operating expenses are to be kept within bounds.

Possible design

The project will begin with close examination of both the articulated bus and the double-decker, widely used now in western Europe. Other possibilities, including new designs, also will be studied. The entire project is estimated to cost $10,525,000.

After two prototypes are built and tested, a pre-production fleet of up to 100 vehicles will be built and distributed to participants. As result, AC Transit, for its participation, would acquire 16 or 17 of the new models, at an approximate cost of $32,300 each—less than the current cost of a 51-passenger bus.

Scenic tour has attraction

The District's 1970 sightseeing tour was playing to a popular "house" this month as tourists and residents took advantage of the opportunity to see scenic attractions in Oakland, Alameda, Piedmont and Berkeley.

A motif of summertime color and flowers was featured in signs and advertising and was further exemplified in the happy attitude of sightseeing riders.

Bus driver Dave Scott again was at the wheel of the bus, while Oakland Chamber of Commerce hostesses took turns narrating "word pictures" of attractions over a loud-speaking system.

Early passengers included two blind women, Mrs. Harry Petrie of Berkeley and Mrs. Carl Jarvie of Cascade, Idaho, who maintained "you don't have to see to take a sightseeing tour. Perception is mental."

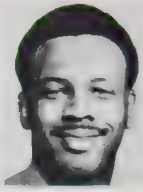
They found the tour a "lot of fun and educational. We heard a lot we didn't know. We could sense the atmosphere."

Riding along was Mrs. Petrie's guide dog, Libby—who slept through the trip.

Among those taking their first look at the East Bay on the bus tour were a group of new Chinese arrivals from Hong Kong. Here for job training at the Opportunities Industrialization Center, they were first introduced to the intricacies of bus riding by training instructor George Silva.

NEW EMPLOYEES

L. T. Baldonado
Maintenance
Seminary



W. E. Barham
Transportation
Emeryville

J. S. Barison
Transportation
Emeryville

W. R. Benedict
Transportation
Emeryville

D. A. Buttler
Transportation
Emeryville

T. B. Davis
Transportation
Seminary

C. E. Dodge
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R. E. Gamber
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D. R. Hazen
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G. A. Kast
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R. A. Peters
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J. W. Scanlon
Transportation
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Transportation
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H. J. Senst
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E. C. Sessions
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Richmond

T. L. Walls
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Transportation
Emeryville

R. R. Wynne
Personnel
General Office

Extension of service area seen

AC Transit's service area may be tripled by extending bus lines into sections of Contra Costa and Alameda Counties outside of District boundaries.

This may be the outcome of three separate studies of local and feeder transportation needs being conducted by BART, AC Transit and local governments.

Actual start of studies was awaiting approval of consultant contracts by the U.S. Department of Transportation. The government already has approved a grant of $175,000 in Federal funds to finance two-thirds of costs.

The engineering studies, to be conducted by DeLeuw, Cather and Co., will recommend routings for BART feeders, as well as local transit service in various communities involved.

Taking part in studies, along with the tri-city region, are central and eastern Contra Costa County and Livermore, Pleasanton and Amador Valley.

AC Transit and BART have one vote apiece on the three boards of control, administering the studies, giving local governments considerable control over work.

Representing Contra Costa County is J. P. McBrien, county administrator, who was elected chairman of the Contra Costa Transportation Board.

Representing the tri-city area are William van Doorn, Fremont councilman, chairman; Robert Plowright, Newark councilman, and Irv Williams, councilman from Union City.

The Livermore-Amador Valley Transportation Board includes W. H. Parness, city manager of Livermore, chairman; James Fales, city manager, Pleasanton; and Paul Ryan, general manager, Valley Community Services District.

Alan L. Bingham, general manager, is representing AC Transit, while L. D. Dahms, director of Planning and Research, is representing BART.

Records broken by three divisions

RECORDS—Safety Engineer Gordon Wadsworth finds records—and records.

Safety engineer Gordon G. Wadsworth was welcomed back from a hospital stay this month by shattered records—a gesture in behalf of the three operating divisions.

Along with giving Wadsworth some broken phonograph records, the drivers gave him something more exciting, a new record in safe operation.

The three divisions totaled 14,697 miles per accident during May. It was the best safe driving record in District history. Also for the first time since August, 1966, all three divisions exceeded the monthly goal of 13,100 miles per accident.

Emeryville Division tallied 14,079 miles Richmond had 16,363 safe driving miles per accident and Seminary Division, 14,644 miles. All drivers enjoyed complimentary doughnuts and coffee.

Wadsworth enjoyed just being back.

Anticipating a good day on the links, Richard Bertz, left, and E. J. Wales check their starting times.

The winners collect their trophies from Alan L. Bingham, general manager. From left: Tom Brand; Bingham; Rockne Green; Al Lawrence.

Seminary 'pros' sweep Golf tournament

Seminary Division "swingers" made a clean sweep of top honors in the second annual golf tournament.

Despite high winds at Skywest Golf Course in Hayward, bus driver Thomas Brand turned in a low gross score of 81 to take first place. Runnerup Al Lawrence, maintenance, came in with a low gross 83. Rockne Green, also of maintenance, scored a 71 to take low net honors.

A. R. "Tony" Lucchesi headed the committee which arranged the event. Committee members included Bill Green, Jim Davis, Les Minear, D. C. Rodrigues, Mac McDonald, and Joe Galindo.

A happy trio of, left to right, Brad Harriman, Joe Galindo and Robert Gomes tote up their scores.

This toothsome twosome, Les Minear, left, and Revert Thornton, inspect their clubs carefully.

Golfers, left to right, Howard Beebe, John Larson, Frank Gardin and Ozro Gould discuss the hazards of Hayward's Skywest Course before setting out on a round of the "ancient and honorable game."

Jim Davis, left, and Walter Anderson, standing, find it hard to believe Don Boyer's and Howard Keltner's story that their golf balls weigh so much it was necessary to rent a golf car to ride in.

Slight revenue gain

Passenger revenue showed an increase during May, but riding was down on East Bay and transbay lines.

Fare box revenue for the month totaled $1,308,546, *an increase of* $24,061 *or* 1.87 *percent over* $1,284,485, *collected in May,* 1969. *On East Bay lines, passenger revenue was* $704,698, *a decrease of* 1.52 *percent compared to year ago revenue of* $715,593. *Transbay revenue totaled* $603,848, *up* 6.14 *percent over May,* 1969 *revenue of* $568,892.

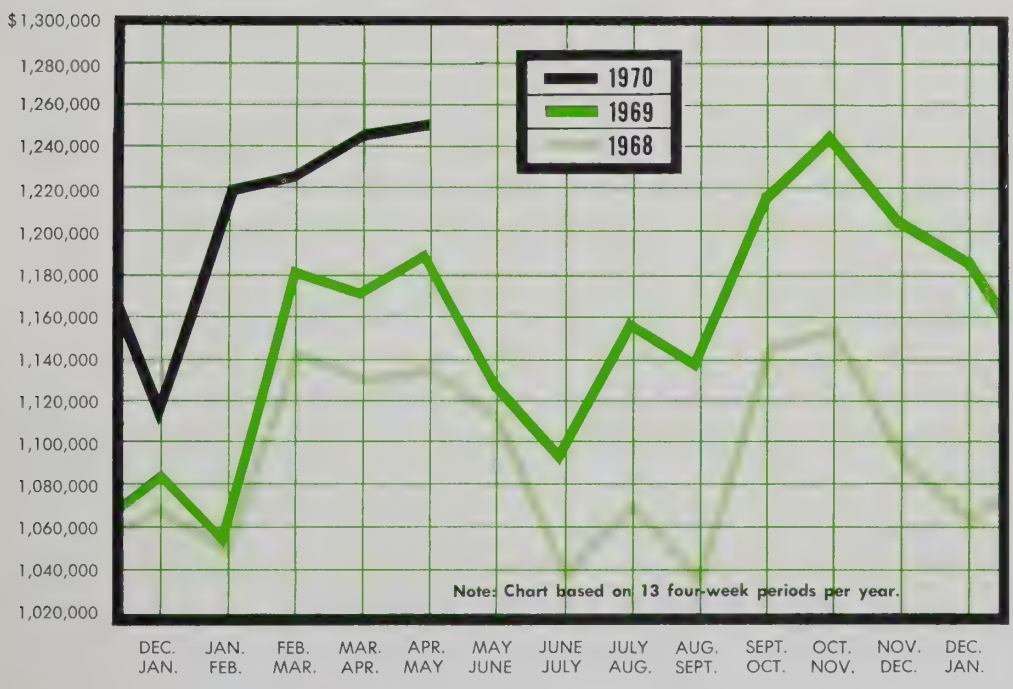
Commute book sales were up 13.1 *percent, with a total of* $247,065, *compared to sales of* $218,543 *in the same month a year ago.*

The number of passengers carried was 4,487,374, *down* 3.65 *over the year-ago riding count of* 4,657,483. *East Bay riding showed a decrease of* 3.35 *percent, with a count of* 3,248,381 *passengers compared to the* 3,360,967 *who rode in May,* 1969. *On transbay lines,* 1,238,993 *riders were carried, down* 4.44 *percent over the* 1,296,516 *who rode in the same month a year ago.*

Operations costs during the month were $1,681,968, *up* $102,245 *or* 6.48 *percent over year-ago expenses of* $1,579,723. *The District operated* 2,106,589 *miles of service, an increase of* .14 *percent over year-ago mileage of* 2,103,686.

Total income of $1,914,365 *was sufficient to cover operational costs, depreciation and bond debt requirements. The transit industry nationally showed a decrease in revenue passengers for the month of* 8.6 *percent.*

3 year passenger revenue comparison



Actions of the Board

At a special meeting June 19, the Board of Directors:

• Authorized the General Manager to execute interim agreement between AC Transit and Division 192, Amalgamated Transit Union, on motion of Director Bettencourt.

• Instructed District Secretary to communicate appreciation and commendation to Superior Judge R. L. Bostick for efforts which led to resumption of bus service, on motion of Director Copeland.

• Granted non-union employees an increase in basic compensation and fringe benefits, on motion of Director McDonnell.

* * *

At an adjourned regular meeting June 24, the Board of Directors:

• Referred bids for bus transfers and identification checks to General Manager for review and recommendation, on motion of Director McDonnell.

• Adopted retention schedule for official historical records, on motion of Director Bettencourt.

• Adopted preliminary operating estimate of $22,452,845, for 1970-71, on motion of Director Bettencourt. (See story, Pg. 6)

• Approved participation in nationwide project to develop improved recruiting and selection testing for driver applicants, on motion of Director Copeland.

* * *

At a regular meeting July 8, the Board of Directors:

• Awarded contract to Globe Ticket Co. for transfers and identification checks, on motion of Director Copeland.

• Approved discontinuing special express service to Oakland Athletics games from downtown Oakland, El Cerrito Plaza and South Shore Shopping Center, Alameda, due to lack of patronage; rerouting Line 57C in Coliseum area; discontinuing extension on Line 12-West 14th St. into now inactive Oakland Army Base Post Office Annex, on motion of Director Bettencourt.

• Increased tariff on special express service operated to sporting events, on motion of Director Bettencourt.

• Authorized participation in project to develop super bus, on motion of Director Bettencourt. (See story, Pg. 7)

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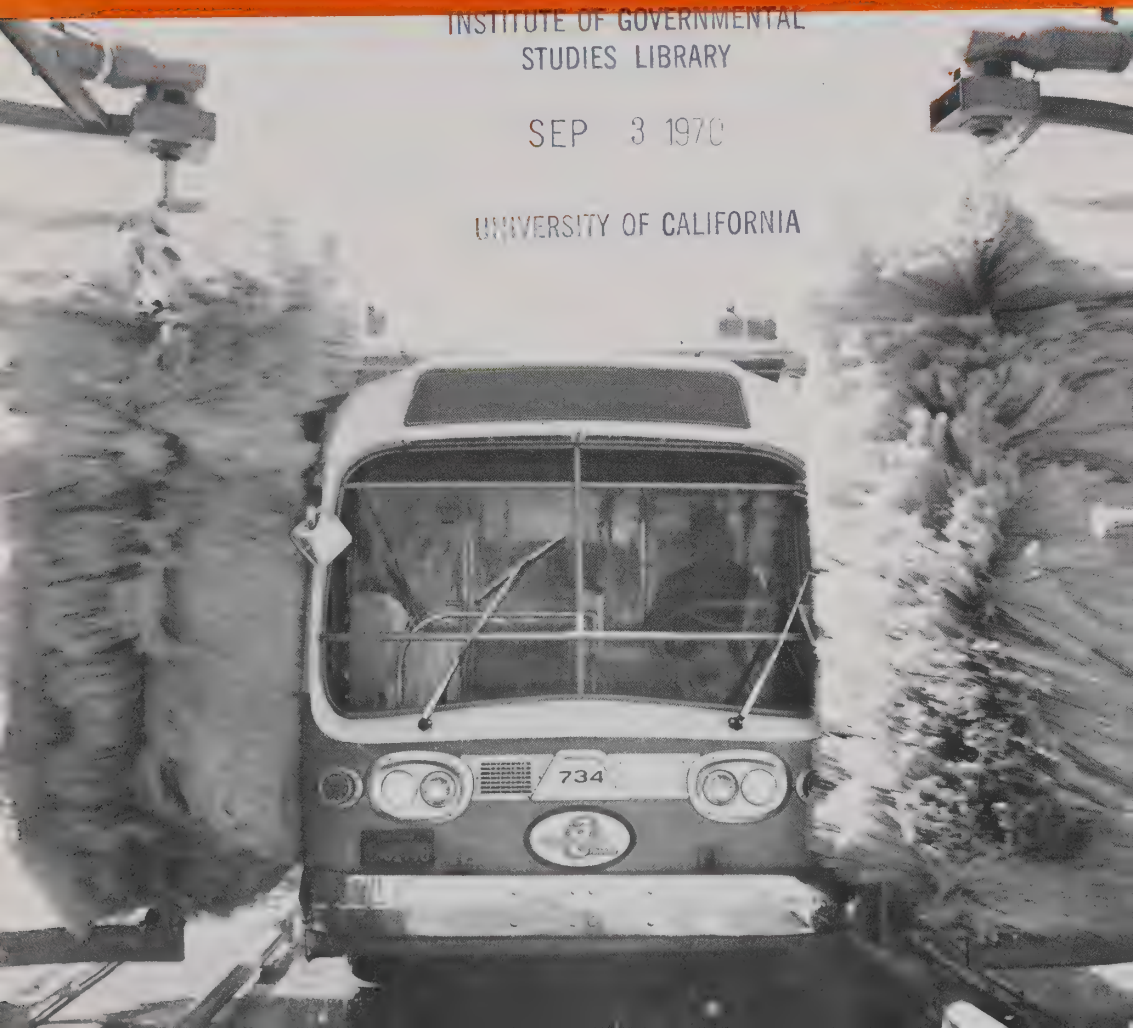

Our 'Stockholders' Write

Recently I have had occasion to ride the Shattuck and Telegraph buses and found that the drivers do not stop at the curb. Temporarily I have to use two crutches and find great difficulty in getting on and off these buses, so I am very conscious of the elderly who have to use canes. Since it wasn't during the "rush hours," there doesn't seem to be any excuse for the drivers except carelessness . . .

I hope you will have your inspectors check this.

Mrs. Katherine Davis
Berkeley

(We quite agree and we apologize. The incident is being investigated.—Ed.)

* * *

A few days ago I took a College avenue bus at the foot of University avenue in Berkeley.

From then to Shattuck avenue, a young blind man got on and wanted directions, then some tourists with a lot of baggage who wanted to go to San Francisco, and a worried mother with a child going to Children's Hospital.

All were given information, guidance with much courtesy, patience and great concern by your bus driver.

Through you I want to compliment your driver, *Jose A. Lopez.*

Mrs. Alexander Cooper
Martinez

* * *

I wish to laud the meritorious conduct of one of your drivers, *Nathaniel Greene,* handling No. 31, Oakland Express, leaving Richmond daily.

Aside from excellent driving, he is most courteous to all passengers, and takes the trouble to notice a running would-be passenger (of course, within reason), and in so doing does not violate any rules as regards conversing aimlessly.

Samuel Appleton
Richmond

* * *

Before it can be forgotten, this note is being written to commend your driver *Ken Daily* (and another unidentified driver) on the 18 Line. Those two drivers are courteous almost beyond the call of duty. They make a person feel happy to be able to ride on their buses with them.

For that matter, I've found all the drivers on the 18 Line, especially, extremely pleasant and courteous to all passengers and not just to me—but because I am forced to use a cane, I am more of a nuisance slowing them down.

Miss Lorine Ostrom
Oakland

* * *

I was a passenger on No. 666 bus returning from San Francisco and became uncomfortably aware of exhaust fumes from this bus, while in transit.

Do correct this and help the fight against pollution.

Mrs. E. G. Mauck
Albany

(The problem on 666 has been corrected and we invite you to read about work on the pollution-free steam bus—see Page 4, this issue.—Ed.)

New bus washer scrubs Coaches clean at Seminary

It may not have the destructive force of a hurricane, but AC Transit's new bus washer at the Seminary yard blows up a good storm when in operation.

The District's new bus washer went "on stream" late last month and, as a result, buses now come out cleaner and are washed faster than ever before.

Under the watchful eye of Richard Bertz, maintenance superintendent at Seminary, buses now zip through a complete wash faster than ever before.

The new equipment, with floating brushes which wrap around both the front and rear of buses, is totally automatic. With the old equipment, Bertz' men had to finish the job by hand-washing both ends of a bus.

The new washer is activated by a sound device similar to the Navy's "sonar." A bus being driven into one end of the mammoth washer breaks a "sound wave" to turn on the equipment.

After a bus has tripped the starting mechanism, a slurry solution of water and detergent is sprayed on the front, the rear, the top and both sides of the bus. As the bus moves forward, the solution—under a 200 pounds per square inch pressure—loosens mud and surface dirt.

A pair of stationary brushes, nine feet tall and five feet in diameter, scrub both sides. Polyethylene fibres, which resemble small, hollow strands of spaghetti, do a good job of cleaning the vehicles without scratching paint — even on a newly painted bus, according to Bertz.

Moving forward, the bus breaks other sound waves to activate the front and rear washer brushes. One brush, swinging at the end of a long, steel arm, scrubs the front of the bus from right to left and then moves down the left side of the bus.

Seconds later, another brush begins scrubbing the right side of the bus and, when the bus moves far enough forward, scrubs the rear section.

Meanwhile, overhead strips trail along the top of the bus and effectively clean this area too.

A final rinse as the bus emerges from the washer takes care of any soap the brushes may have missed. The bus pulls away sparkling clean and gleaming.

Designed by Wiegand Engineering Corp. of Fort Worth, Texas, the new washer is one of the first of its type. The second is due to be installed at the Emeryville shop this month.

The two 60 feet long, 12½ feet high washers cost of total of $52,000. Are they worth it? Bertz thinks so.

Under the summer washing schedule, all even numbered buses are washed on even numbered days and odd numbered buses on odd numbered days. During winter months, all buses will go through the washer every day.

RUB-A-DUB-DUB—Whirring and water jets now scrub AC Transit buses at the Seminary yard in less time and do a better job than earlier washers.

FULL STEAM AHEAD—Steam bus project contract is signed by Alan L. Bingham, above left, general manager of AC Transit, and Eugene A. Chappie, chairman of the California State Assembly Rules Committee, clearing way for start of work. William M. Brobeck, right, nuclear engineer, inspects coils for steam system he will build for demonstration in District bus.

Work starts on steam project

The man who built one of the world's most powerful atom-smashers now is building a steam bus system to combat air and noise pollution.

William M. Brobeck, 62, owner of a Berkeley engineering firm, is developing the steam system for testing in an AC Transit bus. Work already has started, following the signing of a contract between the transit district and the California State Assembly.

In executing the contract with Eugene A. Chappie, chairman of the Assembly Rules Committee, Alan L. Bingham, general manager of AC Transit, cleared way toward start of work on the long talked-about steam bus project.

Brobeck contracted to develop the power system for testing in a District bus in approximately 15 months.

A noted engineer, Brobeck has a record of achievements in the field of nuclear research.

He went to work with Dr. Ernest Lawrence at the University of California Radiation Laboratory in 1937 and during the next 20 years, built a series of accelerators, including the Bevatron, which fired its first shot in early 1954. The giant atom smasher weighs 10,000 tons; cost $9,500,000 and took well over 200 man years to construct.

The steam plant will be small enough to install under the floor board of a bus and will take about 15 months to assemble. It offers potentials of a renewed type of transportation, plus economic return down the road, in Brobeck's view.

Brobeck spent time "in steam" after graduating as a mechanical engineer from Stanford University and again, after receiving a master degree from Massachusetts Institute of Technology.

He worked from 1934 to 1937 at the Besler Company in Emeryville, developing a high pressure steam system for the New Haven Railroad. Efforts to compete with diesel power were unsuccessful, however, and Brobeck entered the field of atomic energy.

The AC Transit power system will be a demonstration model, making use of many available parts off the shelf, rather than items designed for the job.

Steam power systems also will be produced by other vendors for San Francisco Municipal Railway and Southern California Rapid Transit District.

Decision awaited on choice of system To link BART rails with air facility

Development of a transit service to link Oakland International Airport and BART rails has narrowed down to two choices: an extension of BART trains or a separate secondary system.

Engineers, who have the job of pinpointing a system to give Alameda County, Contra Costa County, downtown Oakland and San Francisco fast, direct transportation to the airport, will make further evaluation before coming up with a recommendation.

Both BART and Kaiser Engineers, hired as consultants for the $90,000 Phase I study, went on record as favoring the secondary system, which would require a transfer at the Coliseum station.

More analysis

Direction for additional analysis was voted by the Board of Control of the Oakland Airport Access Task Force after Ben E. Nutter, executive director of Port of Oakland, and George Taylor, alternate representing AC Transit, questioned whether the engineers had completed their task and furnished answers to major questions.

"Would people ride a secondary system if they have to transfer from one vehicle to another?" Nutter asked. "We need to know patronage figures and how much loss would be involved if a transfer is required."

B. R. Stokes, general manager of BART, said his staff felt a secondary distribution system was the "way to go," although he left the door "slightly ajar" for a direct BART extension.

An extension of regular BART service to the airport would be the most expensive to build and operate and would compromise and degrade regular BART service, because of the necessity of feeding in airport trains at various times, he said.

Adding four more lines to serve the airport would conflict with planned headways, it was pointed out. Stokes also said it would require the purchase of another 50 cars.

The tentative engineering recommendation regarding a secondary system called for automatic vehicles which would operate at speeds comparable to the main line, giving what they termed "great flexibility" to the airport and service to motel-hotel-industrial complexes in between.

One engineering concept suggested in effect, that the "airport be moved" to the Coliseum station, with ticketing and baggage conducted at the transfer point.

Nutter took issue with the statement and its logic and said the question still revolved around whether people would ride a system that required making a transfer.

Further evaluation

The Board of Control then voted unanimously in favor of Nutter's motion that both systems be further evaluated on a par with each other. The motion included an understanding that if consultants eliminate one of the two systems, they should return at the earliest possible time to so report to the Board of Control. A decision was expected to be made later in the month.

Represented on the Board of Control are AC Transit, BART, Coliseum, Inc., City of Oakland, County of Alameda and Port of Oakland.

The agencies are contributing $30,000 toward the study and the Federal government, through the U.S. Department of Transportation, $60,000.

Actions of the Board

At an adjourned regular meeting July 22, the Board of Directors:

• Granted permission to General Manager to be absent from Aug. 12 meeting of Board, on motion of Vice President Warren.

• Reaffirmed boundaries of District wards, for election purposes, on motion of Director Bettencourt.

• Adopted resolution calling for election of four directors on Nov. 3 and consolidating election with general State election same date, on motion of Director Rinehart.

• Authorized District Secretary to handle qualification statements of candidates and accept deposits for preparation and mailing of said statements, on motion of Director Daughtry.

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Joseph McCord, Editor

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HAROLD M. DAVIS . . Assistant General Manager for Personnel
GEORGE M. TAYLOR . Assistant General Manager for Administration and District Secretary
HOWARD D. BEEBE . . Purchases and Stores Mgr.
E. SAM DAVIS . . Research and Planning Manager
VIRGINIA B. DENNISON . Public Information Mgr.
OZRO D. GOULD . . . . . Claims Manager
ANTHONY R. LUCCHESI . . Maintenance Manager
ROBERT E. NISBET . . . . . Attorney
DONALD J. POTTER . . . Transportation Manager
WARREN E. ROBINSON . Transportation Engineer
ROBERT D. TOUGH . . . Treasurer-Controller
GORDON G. WADSWORTH . . Safety Engineer

Arbitration on new Contract scheduled

Formal arbitration on a new labor contract between the District and Division 192, Amalgamated Transit Union, will begin Sept. 21.

Items under dispute include ultimate wages to be paid on the property, cost of living allowance, fringe benefits and certain working conditions.

Both sides agreed to arbitrate recommendations made by a fact-finding committee, which tried unsuccessfully to halt a strike of bus drivers and other unionized workers at midnight May 31. Union employees now are working under an interim wage agreement.

Serving as chairman of the arbitration panel is Adolf Koven, well-known labor arbitrator and attorney.

Representing AC Transit is H. M. Davis, assistant general manager for personnel, and Donald Hyde.

Hyde is past president of the American Transit Association, former general manager of Cleveland Transit System, special consultant to the U.S. Department of Transportation and transit consultant to Parsons, Brinckerhoff, Tudor-Bechtel, venture engineers for BART.

The union is represented by their president, Edward A. Cordeiro, and by Edward Bezore, administrator of Greyhound pension trust fund.

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Transit-Times

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New information phone Aids downtown riders

What the Editors are saying about transit

Tribune Editorial Page

Necessary as it is, the new 9.9 cent property tax rate increase by the AC Transit District is sure to provoke protests from those property taxpayers who argue that they personally do not use the buses they are supporting.

There is little room to dispute the transit district's need for extra money in the new fiscal year. The terms of the settlement of the 19-day drivers' strike this past June will cost an estimated $1 million in additional wages. A decline in passengers—aggravated by changes in the public's riding habits during the strike—is expected to cost the district another $1.2 million, and these added to an assortment of $200,000 worth of other cost increases would leave the district with a net $2.4 million deficit under the old consolidated tax rate of 19.2 cents.

Directors were left with but two choices to make up the deficit: raise fares or raise property taxes.

Adult fares had already been raised just a year ago—with an adverse effect upon passenger usage then. Another fare increase would likely have only resulted in yet another decline in passenger revenue and, ultimately, a still greater deficit for the property taxpayer to make up.

Directors instead elected to impose the first increase in the property tax rate in three years. Property taxpayers living in the Alameda and Contra Costa county areas served by AC Transit but who do not happen to use the bus system may understandably protest paying higher taxes for a service they seemingly derive no benefit from.

The essential point is that an efficient system of public transportation benefits all persons in the community, whether or not they use the system per se.

It is, for instance, estimated that every full bus represents 40 to 45 automobiles the bus riders would otherwise be driving or riding in.

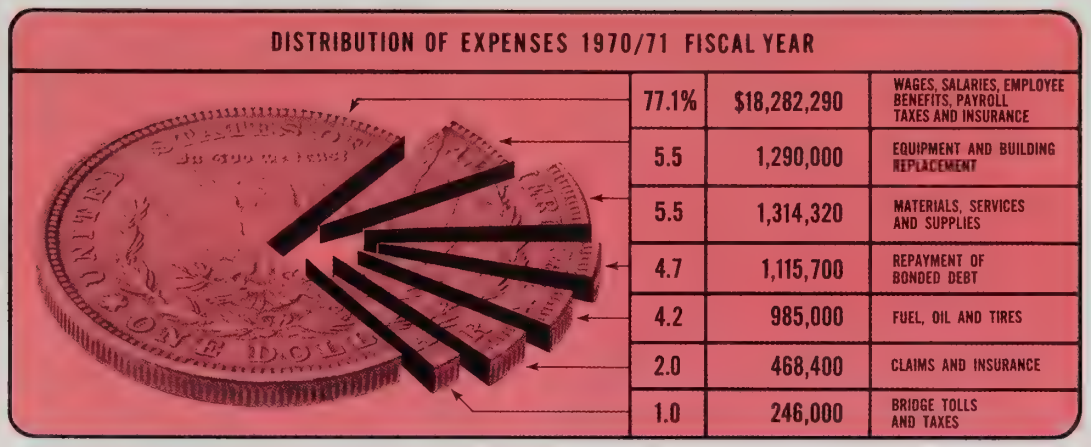
These same autos—were there no public transportation alternative — would probably hopelessly clog the streets, freeways and downtown parking spaces now used by the commuter or shopper who chooses to drive or ride in private cars rather than ride in AC Transit's buses.

And, those same private automobiles which are not runing because their owners are riding the bus would also obviously contribute heavily to the pollution of the air shared by all of us—bus riders, property taxpayers and private automobile commuters alike.

Another benefit often overlooked is that the existence of a sound public transportation system is a continuing shot in the arm to the prosperity of any community. It would probably be impossible to estimate just how much in off-setting tax money is paid by business and industry in the Eastbay simply because the community offers such advantages as a modern transportation network.

Certainly, the public commuter should be expected to pay the larger share of the costs of his public transportation system. Thus it is in AC Transit—with cash-box fares accounting for approximately two-thirds of district revenues and property taxes approximately one-third. But, a degree of subsidy by all taxpayers is both necessary and justifiable.

The AC Transit District, now carrying more than 52 million passengers a year in the Eastbay, is of major benefit to the entire community and similarly merits the support of the entire community in its new tax rate increase.


DISTRIBUTION OF EXPENSES 1970/71 FISCAL YEAR
77.1% $18,282,290 WAGES, SALARIES, EMPLOYEE BENEFITS, PAYROLL TAXES AND INSURANCE
5.5 1,290,000 EQUIPMENT AND BUILDING REPLACEMENT
5.5 1,314,320 MATERIALS, SERVICES AND SUPPLIES
4.7 1,115,700 REPAYMENT OF BONDED DEBT
4.2 985,000 FUEL, OIL AND TIRES
2.0 468,400 CLAIMS AND INSURANCE
1.0 246,000 BRIDGE TOLLS AND TAXES

Taxes increased to balance budget

AC Transit will operate under a total budget of $23,701,710 for the current fiscal year, continuing with a program of meeting neighborhood transportation needs despite costs which have escalated more than 14 percent in one year.

The operating estimate, adopted by the Board of Directors, tops expenditures of the past year by $2,941,672. The 1969/70 experience is distorted, however, because of the recent 19-day strike.

Directors reluctantly raised property taxes as the "only way" to pay for increased labor costs and a drop in riding.

The Board set the new consolidated tax rate at 29.1 cents per $100 of assessed valuation, a boost of 9.9 cents from last year.

It was the first tax rate increase in three years for AC Transit tax payers.

Because of a difference in assessment ratios, the tax is 28.8 cents in Alameda County and 30.6 in Contra Costa.

Board action came after Alan L. Bingham, general manager, told directors his estimate showed a net deficit of $2,451,029, based on the 1969/70 consolidated rate of 19.2 cents. An increase was needed to balance the budget, he said.

The deficit was attributed primarily to increased labor costs under an interim wage agreement with the Amalgamated Transit Union and a reduction in revenue due to the recent strike.

What the final wages will be is one of the major issues to be settled in arbitration proceedings.

More than 77 percent of the budget, or $18,282,290, is earmarked for wages, salaries, employee benefits, payroll taxes and insurance.

Patronage has been off 6 to 7 percent since the strike, according to Robert D. Tough, treasurer-controller.

AC Transit directors have gone on record in support of State Proposition 18 on the November ballot and are urging voters to mark a "yes" vote on the measure.

Proposition 18 will permit the use of gas tax funds for mass transit and smog control purposes. If the amendment to the State Constitution is approved, voters still will decide on use of gas tax funds for mass transit financing within their counties.

Due to the riding decrease, directors found it difficult to use a fare increase for additional revenue since this step would cause further adverse effects on patronage.

For a family with a $25,000 home, the new tax represents about $1.50 per month—a reasonable price to pay, directors felt, for the quality of public transportation provided by AC Transit.

A year ago, adult fares were increased five cents across the board on transbay riding and tokens for East Bay riding were raised from five for $1 to four for $1 to meet escalating expenses.

BREAKING THE BOGEY — Whenever drivers in an AC Transit operating division exceed the "Bogey," or safety goal, for a month, coffee and doughnuts is their reward. Here, Charlie Rush pours coffee while the watchers and waiters are, from left: C. L. Glover, F. H. Rose, B. J. Givens, E. L. Smith, Geroy Nero, H. D. Prevatt, J. C. Limtiaco, Nathaniel Wilson and O. M. Lee.

PASS THOSE DOUGHNUTS—Operators at the Emeryville Division eagerly await tray of doughnuts held by instructor C. L. Rush, far right. Waiting are, from left: W. T. Miles, R. C. Dorris, L. E. Young, R. A. Sherrill, J. E. Jeffries and D. B. Mullen.

REAPING THEIR REWARD—Richmond operators who helped their division establish a record of 18,205 miles per accident during July are, left to right: W. R. Benedict, H. G. Lankford, K. E. Thompson and Lawrence Marchand.

New safety goal doesn't last long

Operators in all three AC Transit operating divisions have, once again, proven the truth of an old saying in the sports world that "Records are made to be broken."

After consistently breaking the old goal of 13,100 miles per accident, the goal was raised on July 1 to 13,250 safe driving miles per accident. So what happened in July? All three divisions exceeded the new goal—with Richmond reaching a whopping 18,205 miles per accident.

Seminary Division, whose drivers covered close to one million miles during the month, had a highly respectful 13,321 miles per accident figure.

Emeryville, with 815,000 miles driven during July, averaged out at 13,360 miles per accident.

All in all, AC Transit drivers drove more than 2.1 million miles during July and averaged more than 13,900 miles per accident.

Veteran transit men taken by death

Death has taken three veteran transit men who worked in the era of streetcars and transbay trains.

The oldest, John C. Hansen, 90, of 1861 E. 14th St., San Leandro, started work on Nov. 1, 1919, and was pensioned Dec. 1, 1948. An equipment operator, he died May 24.

William S. Dyer, 85, who died July 19, was a trainman who entered service April 8, 1918. His retirement began Dec. 1, 1949.

Joseph L. Furtado, 77, who went to work on Oct. 30, 1919, two days before Hansen, was pensioned in July, 1958, as a mechanic. He died July 1.

Heroic driver cited

Larry Slate Of Richmond Saves 3 lives

A community service citation has been awarded operator Larry E. Slate, 29, whose heroic action is credited with helping save the lives of a family of three.

The citation was presented to Slate by Alan L. Bingham, general manager, at this month's meeting of the Board of Directors. The certificate recognizes Slate's "outstanding contribution to the betterment of his community and the well-being of his fellow citizens."

Slate, driving an "Owl" Line 72 run in Richmond, noticed smoke pouring between two houses on a side street. He radioed to central dispatch, wheeled up across from the house, confirmed by radio it was a fire, then ran to the door to notify occupants.

As he was breaking down the front door, a police officer came to his aid and together they crawled along the floor into the smoke-filled house in an attempt to reach a person they could hear coughing.

LARRY SLATE CITED—AC Transit driver Larry Slate, right, receives his community service citation from General Manager Alan L. Bingham.

"We knew there was somebody alive in there, but we couldn't get to them," Slate said.

The two men grabbed a garden hose and played water on burning walls; however, they were not able to force their way through the intense smoke and flames.

Firemen, arriving seconds later, managed to fight their way inside and rescue 52-year-old Lawrence Henry, his wife, Berthie, 32, and the couple's infant son, Larry.

All three were unconscious and suffered burns but have since been released from a Martinez hospital. They are expected to recover from their injuries.

Slate, who has been driving a year, had previous training in rescue work as a member of the Contra Costa County Sheriff's Department Search and Rescue Team.

He lives at 1262 Azevedo St., Antioch, and works out of Richmond Division.

Modernistic phone booth Installed on Broadway

Shoppers and other transit riders in the downtown Oakland area now can use a modernistic, new phone booth to call for information about AC Transit routes and schedules.

The booth is on Broadway near 13th. Featured on this month's cover of Transit Times, the seven foot high booth adds to the appearance of Oakland's main shopping artery and is in keeping with the city's efforts to modernize the street. The young lady using the phone is 21-year old Marlaine Gardner.

THE BIGGEST BRUSHES—Maintenance Superintendent Richard H. Bertz, right, explains AC Transit's new, automatic bus washers to, from left, directors: William Bettencourt, Claude Daughtry and Robert Copeland.

Directors inspect Seminary division

A MATTER OF MONEY—Transportation Superintendent Robert Detloff, right, describes the mechanics of bus coin boxes to, from left: Board President William Berk and directors Robert Copeland, William Bettencourt and Claude Daughtry.

Sightseeing tour finishes fourth year

AC Transit closed out the fourth year of its summer-long "Sightseeing Tour" on Labor Day, calling the special scenic tour a success once again.

A total of 1402 passengers rode the bus during its three month "season," viewing East Bay sights such as Alameda's "Gold Coast," the Oakland Coliseum Complex, Mills College, the Mormon Temple, spacious Piedmont estates and the University of California's famed Sather Gate area.

This year's total topped last year's total of 1299 by just over 100 passengers and far exceeded the first year total of 612.

The ten-week run, consisting of one bus a day, Tuesday through Sunday, carried an average of 23 passengers on each trip.

Counted among this year's riders were long-time residents of the East Bay who took the tour, according to one tour customer, "to see things I always knew were here, but had never seen." Another rider, a woman from Southern California whose husband is being transferred to a job in Oakland, said she "couldn't think of a better way to go house-hunting."

Nor was the passenger list restricted to adults. Counted among the passenger total this year were 212 children.

The tour left every day except Monday at 1 p.m. from Jack London Square. After a 2½ to three-hour tour through Oakland, Alameda, Piedmont and Berkeley, the tour bus returned to the square. Passengers had the choice of taking another bus home or staying to enjoy some of the fine dinners offered by the many restaurants near the Oakland waterfront.

United Crusade Drive kicks off

AC Transit's participation in the 1970 United Bay Area Crusade was launched this month with a "Kick-off" dinner in Berkeley under the chairmanship of William G. Skilling, AC Transit's assistant treasurer.

"The District's employees always have responded generously in the past," Skilling said, "but this year, we're shooting for 100 percent participation."

Skilling said the UBAC "fair share" goal is one hour's pay per month.

Figures reflect drop in riding

Fare box revenue and passenger riding started to climb upward during July after sinking to the lowest point in AC Transit history because of a 19-day strike in June.

Passenger revenue during July totaled $1,187,230, *a decrease of* $72,395, *or* 5.75 *percent below revenue of* $1,259,625 *during the same month in* 1969. *On East Bay lines, fare box revenue was* $615,761, a decrease of 9.28 *percent compared to* $678,742 *collected during July a year ago. On transbay lines, revenue was* $571,469—*down* 1.62 *percent from year-ago revenue of* $580,883.

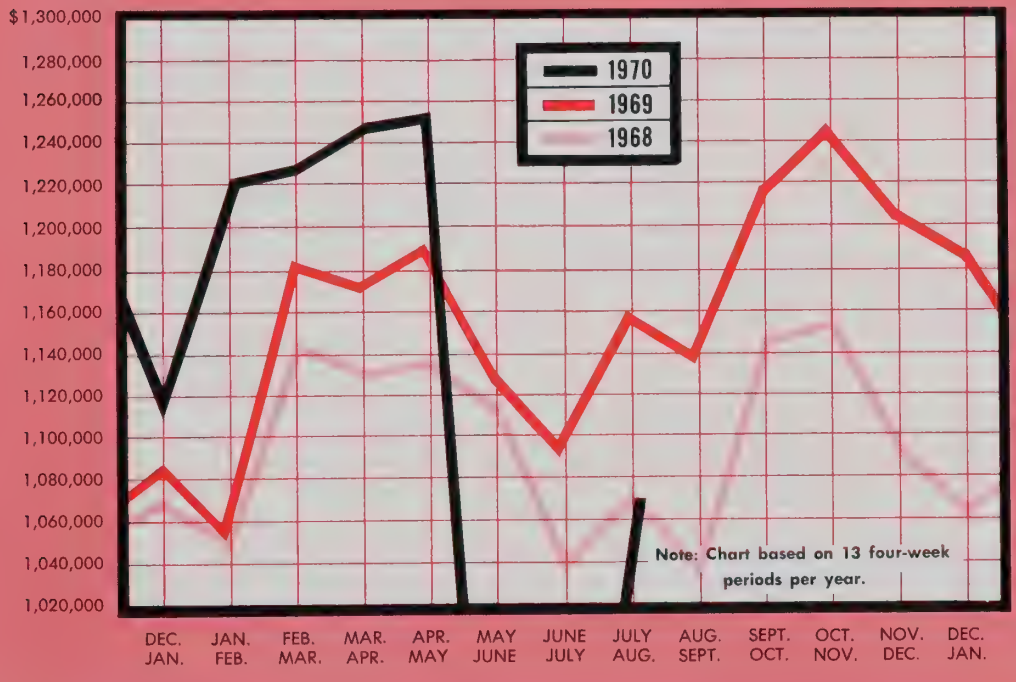
Commute book sales were up 5.6 *percent with a total of* $256,282, *compared to sales of* $242,802 *during July,* 1969.

The number of passengers carried was 3,852,858, *down* 260,791, 6.34 *percent below last year's July count of* 4,113,649. *On East Bay lines,* 2,701,143 *rode AC Transit buses, a decrease of* 207,974—7.15 *percent below the July,* 1969, *figure of* 2,909,117. *Transbay lines carried* 1,151,715 *passengers, down* 52,817 *or* 4.38 *percent from the year-ago total.*

Nationally, the transit industry indicated a riding decrease of 6.49 *percent for the month.*

Operation costs during the month were $1,761,513, *up* $159,105, *or* 9.93 *percent above year-ago expenses of* $1,602,408. *The system operated* 2,063,003 *miles of service, an increase of* 62,701 *miles, or* 3.13 *percent more than mileage of* 2,000,302 *for July,* 1969.

Total income of $1,938,156 *covered operational costs but left a deficit of* $18,802 *in meeting full bond debt requirements.*



Actions of the Board

At an adjourned regular meeting Aug. 26, the Board of Directors:

• Authorized the General Manager to serve on newly formed American Transit Association Bus Design Research Committee, on motion of Director McDonnell.

• Authorized Board and management attendance at American Transit Association annual meeting, on motion of Director Rinehart.

• Adopted revised 1970/71 Operating Estimate, on motion of Director Rinehart.

• Adopted a new, consolidated property tax rate of 29.1 cents per $100 of assessed valuation, on motion of Director Rinehart.

° ° °

At a regular meeting Sept. 10, the Board of Directors:

• Adopted a resolution in support of State Proposition 18 on the November ballot and urged voters to approve the measure, on motion of Director Bettencourt. (See story on Page 3, this issue, for further information.)

Transit-Times

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Joseph McCord, Editor

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Nation-wide operator testing study launched

AC Transit and four other transit agencies across the United States will join with the federal government in an industry-wide project to improve training of transit operators.

The immediate goal of the project is to find new and better ways of recruiting and testing prospective bus drivers.

Commenting on tests currently being used by the nation's transit agencies, Secretary of Transportation John A. Volpe described them as "general intelligence tests, tests developed for truck drivers and a 30-year-old test developed for transit operators."

Volpe added: "No one really knows whether the tests are any good." He also said the tests have been criticized.

However, Volpe emphasized that the project expects "to develop the best way of finding the best-qualified people to operate our transit systems."

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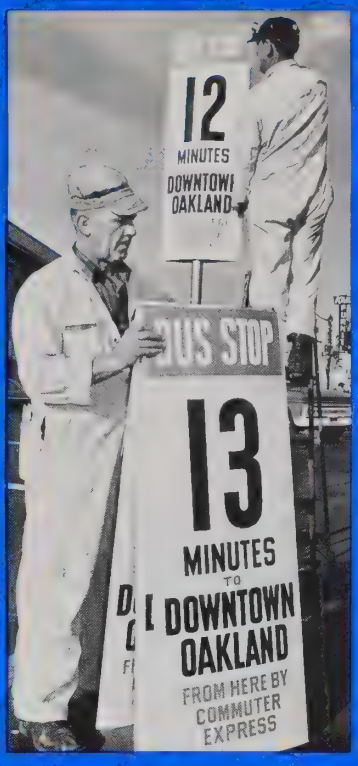
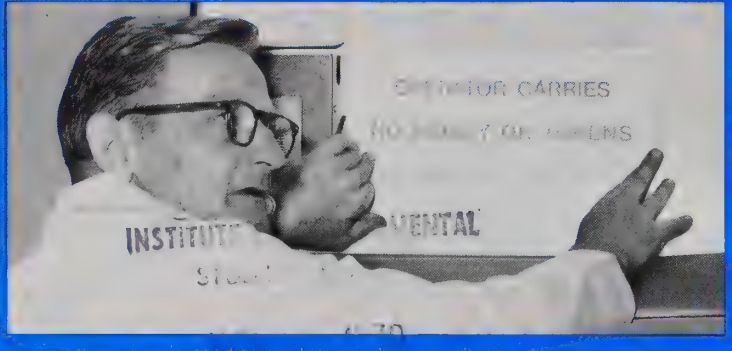




10 years of AC Transit

State reduces bridge tolls again

For the second time within the year (and the third time in four years), the California State Toll Bridge Authority has reduced round-trip tolls for buses on the San Francisco-Oakland Bay Bridge.

The latest reduction, from 65 to 50 cents per round-trip, will save the District approximately $39,000 per year.

The action came on Sept. 15 after E. R. "Mike" Foley, chief engineer of the Division of Bay Toll Crossings, told the State board that operational savings and new revenue made the reduction possible. The new, lower rate went into effect on October 1.

The first reduction, on Sept. 1, 1966, was from $1.50 per round trip to $1. Then, on April 1, 1970, tolls were cut to 65 cents per round trip. The annual savings to AC Transit from the three reductions is approximately $245,000.

In addition, the State Legislature has reduced fuel taxes for buses from seven cents to one cent per gallon. The combination of the fuel tax and bridge toll reductions has resulted in a savings to AC Transit of approximately $500,000 per year.

At the Toll Bridge Authority meeting, members of the board expressed the hope that, eventually, the Bay Bridge will become a toll-free operation.

Low-smog fuel injectors considered

AC Transit expects to have the cleanest burning bus fleet in the nation, as the result of steps instituted this month.

The District, already a leader in efforts to reduce air pollution, proposes to convert its basic fleet of 462 coaches to a new, improved fuel injector.

The U.S. Department of Transportation will be asked for a capital grant of $50,000 to finance half of the $100,000 conversion program.

The Board of Directors this month approved proceeding with the project, which will make AC Transit one of the first systems in the transit industry to take such extensive measures to minimize smoke, odor and exhaust emissions.

The property already has ordered installation of Environmental Improvement Program kits on 15 new buses, due for delivery this Fall. The kits will decrease vehicle noise as well as reduce exhaust emissions.

Use of the highest grade of diesel fuel, proper engine speeds at time of transmission shift, frequent check of timing and a rigid preventive maintenance program has resulted in bus operations well under local air pollution standards.

The new fuel injector, coupled with these practices, will significantly reduce smoke, odor and emissions because the design reduces the residual volume of fuel left to leak into the combustion chamber late in the combustion cycle, General Manager Alan L. Bingham told directors.

Smoke reduction

The injector, called the Low Sac Needle (LSN) injector, can reduce smoke emissions as much as 93 percent, according to tests. Odors also have been reduced to as little as 1/15th of those produced by present injectors.

At the same time, carbon monoxide, hydrocarbons and oxides of nitrogen also were greatly reduced, when coupled with top grade of fuel, proper timing and engine speeds.

Under the program, AC Transit plans to have its present injectors rebuilt to furnish improved performance.

PLANNERS — Involved in planning fast transit service to Oakland International Airport are, from left: Jerome Keithley, city manager, City of Oakland; B. R. Stokes, general manager, BART; Alan L. Bingham, general manager, AC Transit; W. A. Cunningham, general manager, Coliseum; W. A. Abernathy, deputy executive director, Port of Oakland.

Rail service to airport proposed

A high speed rail line has been proposed to link Oakland International Airport with the future regional rapid transit network of BART.

The rail line would transverse the corridor between the BART Coliseum station and the airport, 3½ miles away, providing speedy, sophisticated access compatible with projected growth.

The airport system also would serve the Coliseum Arena, Port of Oakland Industrial Park and North Airport.

A pedestrian walkway would connect the BART station and the Coliseum.

The airport connector, which could be operating in five years, would use modified BART vehicles compatible with the main line system, under preferences voiced by the Board of Control of the Oakland Airport Access Task Force.

The board, representing six public agencies, adopted these proposals in a report by Kaiser Engineers. The report concludes a $90,000 study on development of a fast transit system to serve the airport. A federal grant financed two thirds of the Phase I study costs.

The agencies, AC Transit, BART, Coliseum, Inc., City of Oakland, County of Alameda and Port of Oakland, will have an opportunity to decide on proceeding with detailed engineering work under Phase II.

The six agencies could own the airport line. BART would operate it.

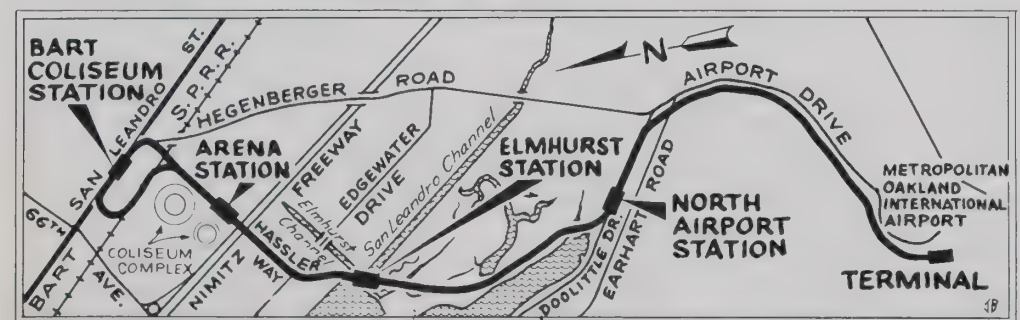
The system would use two to five car trains, which could travel up to 75 or 80 miles an hour. The trains would be controlled by the BART system and would be serviced and maintained in the Southern Alameda County BART yard.

The connector system would cost $47 million. All but $16 million expectantly would be obtained in grants from the Federal government. Local or state sources would make up the remainder.

The system, as planned, would pay operating costs, but would not allow repayment of the capital costs.

The study also calls for extension of AC Transit Line 57 to the Coliseum and airport as an interim measure and possible future extension of bus service from Alameda to the airport.

ROUTING—Engineers have proposed this routing for rail line between BART Coliseum station and Oakland International Airport.



What the Editors are saying about transit

Tribune Editorial Page

Ten years ago this week AC Transit went into the local bus business, taking over a company that traced its corporate roots back to horsecar and steam passenger trains in Oakland.

Today, the people of the Eastbay have one of the most modern and well-managed bus systems in the nation, one that has become a model.

Good management has been a major reason. But the people of the Eastbay who have taxed themselves to underwrite a growing deficit should receive most of the credit.

They have been willing to pay for good transit. Because of that, we have a much-needed alternative to private cars.

Without AC Transit service, Eastbay auto traffic perhaps would be at a virtual standstill.

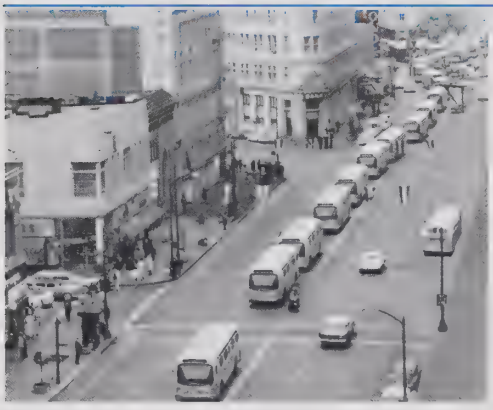
The disadvantages of extensive use of autos are well documented: They are an inefficient mover of people, poison the air with exhaust fumes, occupy land which otherwise could yield substantial tax revenues and make life hazardous for pedestrians.

An effective transportation network requires a large number of alternative modes of travel. Planners call it "a good transportation mix."

AC Transit has provided a valuable balance to the transportation needs of the Eastbay.

AC Transit has made good almost every promise it made in the troubled 1950's, when the privately-controlled Key System Transit Lines was curtailing Eastbay transit service and driving thousands of commuters to private automobiles.

AC Transit's success is evidence that it is possible for the public to take hold of a problem and solve it. Today is the day to congratulate ourselves.



HIGHLIGHTS—Photos here and on the cover tell some of AC Transit's story during the past decade, from the first parade of new equipment to opening of the by-pass lane at the San Francisco-Oakland Bay Bridge Toll Plaza. The display ranges from Freeway Train to the Santa Claus Express.

Tenth anniversary

Decade of District operations

There were 10 candles on AC Transit's birthday cake this month, marking a decade of operations.

Time has gone by quickly. But accomplishments of the system and its phenomenal record of growth have become a legend in the transit industry.

It was a decade ago, on Oct. 1, 1960, that AC Transit rolled smoothly into operation, ending nearly a century of privately-owned transportation in the East Bay.

The change-over, from the long reign of Key System Transit Lines and predecessor companies to a publicly-owned system, went off without a hitch.

The only immediate difference was in signs and symbols. Greeting cards welcomed riders aboard buses and told them they were riding with AC Transit. The familiar Key System symbol was covered over by the emblem of the District and buses went out on their usual runs with their usual drivers.

The take-over cleared the way for a $16,500,000 improvement program that included establishment of new service and acquisition of new buses.

The first of the new equipment made a spectacular appearance in a Parade of Progress that rolled through East Bay cities. The buses also were put on public display.

New service was established in a number of areas—bringing the first bus transportation to different sections. Express service was inaugurated—and expanded.

Today, under a continuing equipment renewal program, the property has 462 new buses—and 15 due for delivery.

AC Transit has reversed the steady nose dive in patronage experienced since the end of World War II. The property's success in moving people is apparent in growth of transbay commute bus patronage. In a decade of operations, transbay bus riding has increased 100 percent.

Innovations in public transportation—in better ways of doing things with greater efficiency—has become the keyword for the District. Along with improved operating capabilities, AC Transit can expect possible expansion to more than triple its present size by providing service in areas now outside District boundaries.

There are busy days ahead—and prospects of another decade as challenging and rewarding as the past.

First employee still "Beats the drums" For public transit

Honors as the first full-time employee of AC Transit go to Robert E. Nisbet, hired on August 1, 1957, as attorney and secretary to the Board of Directors, created the year before.

With his secretary, Dorothy Massie, Nisbet was given a cubbyhole in the Alameda County Courthouse – a pair of desks, a file cabinet and a few chairs. No money was available and they had to buy their own paper, pencils and other supplies.

First employee

Nisbet was well versed in public transit, however. While with the city attorney's office for the City of Oakland, 1951-57, he was involved in legislation which created AC Transit by voters in 1956. He also spent a lot of time on the "luncheon circuit," explaining the meaning of public ownership of transit.

Many talks turned out to be debates between himself and an opponent who traveled with him. On one "outstanding" occasion, there were five people on stage—and two in the audience!

Mrs. Massie now works in Washington, D.C., but occasionally pays a visit.

UNITED CRUSADE KICK-OFF—AC Transit's participation in the 1970 United Crusade drive began with this meeting of management members and Stephen A. Girard, senior vice-president of Kaiser Industries and the Crusade's campaign chairman. Attending were, seated from left: John Krajcar, Mrs. G. L. "Mo" Modjeski, William Skilling, General Manager Alan L. Bingham, Girard and Don Potter. Standing, from left are: Dale Goodman, Leonard McDonald, Les Minear, David Rodrigues, Richard Bertz, Carl Knutson, Cecil Hipsley, Glenn Ashmore, James McCracken and Howard Beebe.

Employees, pensioner, taken by death

AC Transit employees were saddened by the deaths last month of two co-workers—Louise E. Masone, a PBX information clerk, and John W. Hacking of Central Dispatch.

Pensioner Winthrop N. Spring also died during September.

Hacking, 52, began work as a bus driver 23 years ago. Four years later he was promoted to assistant dispatcher. In 1962 he became a transportation supervisor and moved to Central Dispatch in 1965.

Hacking died on Sept. 23 and is survived by his widow, Aletha, of 21033 Times Ave., Hayward, and a son, Kenneth, of Oakland.

Mrs. Masone, who died Sept. 25 at the age of 49, started with Key System in 1951. She quit in 1959 but, after one week, changed her mind and came back to work. She is remembered fondly as one of the most friendly voices at the switchboard.

Mrs. Masone, who lived at 1044 45th St., Emeryville, is survived by her husband, John, and a daughter, Mrs. Linda Maltby, who continues to work the PBX board for AC Transit.

Spring, who also died Sept. 25, was a motor coach operator from January, 1941, until his retirement on Nov. 1, 1965. He was 54 years old at his death and lived at 5439 Princeton St., Oakland.

Alfred Nidever retires After 26-year career

"Keep smiling, keep cool and keep busy" about sums up the life philosophy of driver Alfred W. Nidever of 918 Richmond St., El Cerrito, who retired Sept. 1 after 26 years of service.

Nidever, 62, has no retirement plans beyond "spending lots of time at home, taking care of my house and my family," which now consists of two boys, 17 and 15, and a girl, 6.

"I'll miss AC Transit," he says. "They've always been nice to me. There's a good bunch down there—but I intend to keep smiling."

And busy.

SPECIAL REPORT

A new era of transit investment loomed with congressional passage of a $3.1 million transit aid bill for improved bus and rail system over the next five years.

What will this mean to the man in the street traffic jam? What will the public really be able to count upon in the years ahead?

These excerpts present the opinion of U.S. Secretary of Transportation John A. Volpe, voiced at a recent meeting of the American Transit Association in Boston.

"Fringe parking lots, where drivers may deposit their cars and take the bus or rapid rail into town, will become common. We will see the spread of reserved freeway lanes for buses, and bus drivers will be able to control traffic signals in their favor to expedite rush hour travel. I expect further that some form of refined demand-actuated bus systems will gradually make their appearance in the less congested urban and suburban neighborhoods. Rapid rail transit will become a common means of airport access. More communities—such as Atlanta, St. Louis, Baltimore and Seattle—will be relying upon commuter trains to get people downtown.

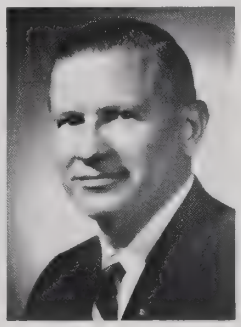
"What's more, there is every prospect that the Tracked Air-Cushion Vehicle will play a prominent part in moving people through high density corridors where stops need be made only at 3 or 5 mile intervals or more. The first TACV will be placed between Los Angeles International Airport and the Sepulveda Dam Recreation area (we're aiming for late 1972) and will be pushed up to 175 miles-per-hour by a linear induction motor. Later models, to be tested at our recently dedicated proving ground in Pueblo, Colorado, will reach 300 miles-per-hour and bring a new era of high-speed, medium-distance commutation between the hubs of our emerging linear cities, supplementing our overburdened highways and airways.

"And new technologies such as this will certainly lead to basic and profitable refinements of our inner city circulation systems. We are in an era that recognizes technical spinoffs, and we are certainly prepared to utilize the great amount of expertise at our command.

"Public transportation, as I see it, is the great untapped resource for making the city conform to human needs. The average citizen today spends far too much of his valuable time trying to get where he has to go. Tomorrow it will be different. Travel will be a pleasure. The modes will be integrated.

"Public transportation will be safe, clean, comfortable, stylish and efficient. We will have practical, alternative access to the commercial and cultural centers of urban life.

"I want to make one thing clear. I am not anti-automobile. Freeways have a vital job to do in the countryside, and in certain well-planned urban locations.



John A. Volpe

"No one who sees the big picture today is going to try to downgrade or dispense with such a great national asset as the interstate system.

"What this country needs now—and is going to get—is a balanced system of transportation in which each mode does its job and where the consumer gets to exercise a little choice, instead of having one mode forced upon him.

By working together, we can speed that day. And in so doing, we will set an example for the world of how reasonable men can muster urban forms, save the environment, and make a better life for all mankind."

NEW EMPLOYEES

AC Transit welcomed these new workers in July, August and September

P. A. Getridge
Transportation
Seminary

R. J. Hart
Transportation
Seminary

R. A. Hastings
Transportation
Emeryville

E. J. Haynes
Transportation
Emeryville

J. B. Hix
Transportation
Richmond

J. P. Lahey
Transportation
Emeryville

A. H. Lewis
Transportation
Emeryville

K. C. McCracken
Treasury
General Office

J. L. McGill
Transportation
Emeryville

R. E. Moore
Transportation
Emeryville

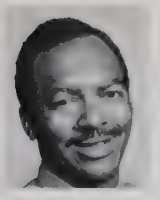
R. A. Robinett
Maintenance
Richmond

W. E. Thomas
Transportation
Seminary

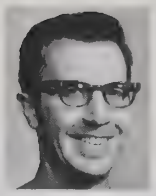
S. D. Tracey
Maintenance
Seminary

P. L. Velasquez
Transportation
Richmond

J. J. Ward
Transportation
Emeryville



C. Alexander
Transportation
Emeryville



J. R. Basso
Transportation
Emeryville

J. H. Bedford
Transportation
Emeryville

J. D. Bragg
Transportation
Emeryville

J. H. Brownson
Transportation
Emeryville

M. J. Corral
Transportation
Richmond

J. R. Dempster
Transportation
Emeryville

W. D. Fisher
Transportation
Seminary

M. S. Fulton
Transportation
Emeryville

T. E. Hix
Transportation
Richmond

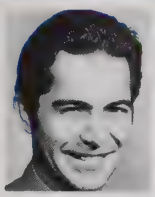
F. S. Johnson
Transportation
Emeryville

J. R. Kerns
Transportation
Seminary

A. R. Khashabi
Transportation
Richmond

E. L. King
Maintenance
Seminary

M. J. Olen
Transportation
Seminary



Robert Perez
Transportation
Seminary

L. P. Price
Transportation
Richmond

H. W. Reasoner
Transportation
Emeryville

R. F. Risley
Transportation
Richmond

T. E. Watson
Schedules
Emeryville

H. T. Wiggins
Maintenance
Emeryville

S. F. Winfrey
Transportation
Emeryville

D. C. Witham
Transportation
Emeryville

M. L. Woolfolk
Transportation
Emeryville

Traffic scene brings message To motorists: "Go AC Transit"

Haven't you just about had it?

AC Transit asked that question this month in an advertising campaign featuring a photograph of bumper to bumper traffic on Nimitz Freeway.

The eye-catching scene—all too familiar—expectantly will make bus riders out of additional motorists.

The ad points out "smart people ride the bus" because they avoid traffic driving and parking problems; save money and still enjoy convenient, fast, clean and safe transportation.

The same practical themes will be stressed in future advertising.

AC Transit has switched to prime morning and evening commute time on major radio stations to carry the same selling points to motorists while they are in the car, facing traffic irritations.

Operators break safe-driving records

For the second month in a row, two of AC Transit's three operating divisions have broken their safe-driving goals.

As part of its continuing safety-behind-the-wheel drive, AC Transit has established a program of rewarding drivers who help to keep the accident rate low.

A "miles between accidents" goal, or "bogey" as it is called, is set and each month, if the bogey is bettered, the District supplies coffee and doughnuts.

Because the old bogey of 13,100 miles was consistently being broken, it was raised to 13,250 on July 1. In July, all three divisions exceeded the bogey and, in August, the Richmond and Seminary divisions went over the top again.

Seminary drivers won their reward with 13,300 miles per accident while Richmond operators scored a whopping 17,436 miles.

The District average was 13,005 .

Revenue, riding continue decrease

Fare box revenue and passenger riding continued to show a decrease during August.

Passenger revenue during August was $1,156,633, *a decrease of* $103,058 *below year-ago revenues of* $1,259,691. *On East Bay lines, fare box revenue was* $603,168, *a drop of* 11.33 *percent compared to the* $680,272 *collected during August,* 1969. *On transbay lines, revenue was* $553,465 — *down* 4.48 *percent from revenue of* 579,419 *collected during the same month last year.*

Commute book sales were up 3.3 *percent with a total of* $249,610, *compared to sales of* $241,720 *during August a year ago.*

The number of passengers carried was 3,708,085, *down* 278,668—6.99 *percent below last year's August count of* 3,986,753. *On East Bay lines,* 2,595,144 *rode AC Transit buses, a decrease of* 221,277—*off* 7.86 *percent from the August,* 1969, *figure of* 2,816,421. *Transbay routes carried* 1,112,941 *passengers, down* 57,391 *or* 4.90 *percent from the year-ago total.*

Nationally, the transit industry indicated a riding decrease of 7.56 *percent for the month.*

Operation costs during August were $1,672,665, *up* $115,109, *or* 7.39 *percent above year-ago expenses of* $1,557,556. *The system operated* 1,999,975 *miles of service, an increase of* 23,262 *miles, or* 1.18 *percent more than the mileage of* 1,976,713 *in August,* 1969.

Total income of $1,899,359 *covered operational costs and left a surplus of* $29,927 *after meeting full bond debt requirements.*

Actions of the Board

At an adjourned regular meeting Sept. 30, the Board of Directors:

• Approved exercising option to renew present lease with Latham Square Building for additional two-year period, on motion of Director Rinehart.

° ° °

At a regular meeting Oct. 14, the Board of Directors:

• Authorized Assistant General Manager for Personnel to attend meeting of Transit Data Summaries Group, on motion of Director Rinehart.

• Directed General Manager to execute amendment to Computer Project grant contract with Federal government, increasing grant to $225,242, on motion of Director Rinehart.

• Approved extension of Line 15-Grove St. and Line 54-35th-38th Ave. to serve new campus of Merritt College, on motion of Director Bettencourt.

• Adopted resolution authorizing filing of application with U.S. Department of Transportation for grant to purchase and install LSN injectors on 462 new-look coaches, on motion of Director Bettencourt. (See story, Pg. 2)

Transit-Times

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Joseph McCord, Editor

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Buses drive children From hill area fire

Two AC Transit buses, two drivers and the Charter Department manager figured prominently in the rescue of 134 elementary school children during the furious fire which swept through the Oakland hill area Sept. 22.

During the fire, as flames began to work toward Kaiser Elementary School, Principal Mrs. Alice F. Burnett phoned and asked for help in evacuating the children.

Within 15 minutes, two buses, driven by Billy R. Kelly of Oakland and Alvie C. Johnson of San Pablo, arrived at the school door. Leading the rescue effort was Russell L. Beninger.

According to a letter from the assistant superintendent of the Oakland School District, the AC Transit trio "contributed immeasurably to a safe and calm evacuation during a most stressful period."

The children were taken to safety at another school a mile away.

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Latham Square Building
Oakland, California 94612

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Transit-Times

Public discussion begins on AC Transit-BART coordination

Voters re-elect Four incumbents

Four incumbent AC Transit directors were re-elected Nov. 3.

Directors John McDonnell and E. Guy Warren were unopposed but received substantial votes.

E. Guy Warren

Director Robert Copeland, running at large and against six opponents, scored an impressive victory. His 153,776 votes represented 57.5 percent of all the votes cast in his race.

J. L. McDonnell

William Bettencourt, director for Ward 4, was returned in a landslide of votes. Against two opponents, he received 67.5 percent of the votes cast in his ward.

All terms are for four years.

The re-elected directors will join current Board President William E. Berk and members Claude Daughtry and Ray H. Rinehart on the next board.

R. M. Copeland

In an election of interest to all transit people, State proposition 18 failed. If the measure had passed, it would have allowed some diversion of gas tax monies.

W. J. Bettencourt

Service extension to Fremont proposed In Tri-City study

Extension of AC Transit bus service to the three Southern Alameda County cities of Fremont, Newark and Union City is possible in the near future, according to James Schmidt, transportation engineer with De Leuw, Cather and Co., but the cost will not be low.

Schmidt, project director for a transportation study team in the Tri-City area, has proposed four different service plans to an area transportation board.

The least expensive plan proposed by Schmidt would cost the three cities an annual subsidy of $576,000, while the most expensive plan would cost more than $3 million per year.

City councils in all three cities will consider the study team's proposals and are expected to comment on them some time during December.

Federal program

The study project is being financed by a federal grant, with staff services provided by AC Transit and BART.

Before coming up with its proposals, the study team analyzed origin and destination patterns of commuters, shoppers and school children.

With this basic information in hand, the team was able to propose various routes and levels of service for the three-city area. The city councils' job now, according to Schmidt, is to decide how much service is needed and provide guidelines for development of recommendations, including financing.

No beginning date for a transit system was suggested by Schmidt, but the team's proposal includes feeder service to the Fremont and Union City BART stations, as well as local service. BART service to Southern Alameda County is slated to begin sometime late in 1971.

Arbitration decision

Award boosts expenses to new high

A new labor contract was in effect this month between AC Transit and Division 192, Amalgamated Transit Union, as result of an arbitration award.

The award called for the greatest increase in wage costs and other benefits for a one year period in the history of the property.

Additional labor expense for the current fiscal year, due to the new contract, will amount to nearly $1,500,000.

Contract features

Principal features of the new contract are:

Bus drivers will receive $4.50 an hour, retroactive to June 20. This is the same rate under which they returned to their jobs June 20 under an interim wage agreement.

Upon completion of training, new drivers hired after Dec. 1, 1970, will receive $4.30 an hour for the first three months of employment and $4.40 for the second three months.

Rate for Class A mechanics, effective Jan. 1, 1971, will be $5.40 per hour; for Mechanic B, $4.86 and for Mechanic C, $4.59.

At the same time, a new class of mechanics was established, Mechanic AA, with a rate of $5.48 per hour.

Other union workers will receive wage boosts Dec. 1, bringing their total increases to a minimum of 36 cents an hour, which includes the 8.7 percent increase which went into effect when they returned to work.

Cost of living

A new cost of living adjustment will commence with the first payroll period after Jan. 1. It will consist of one cent per hour for each half point of increase in the U.S. Consumer Price Index since last May.

AC Transit will pay up to $28 per employee and his dependents for health and welfare benefits, retroactive to Aug. 1. The former maximum was $18.

The contract was set at 13 months, from June 1 of this year to July 1, 1971.

The arbitration proceedings did not involve the matter of pension beenfits. All pensioners, including former Key System workers, are covered under a separate pension plan agreement, which is subject to reopening June 30.

Generally, the arbitration award conformed with recommendations made by a fact-finding committee, which tried unsuccessfully to halt a strike last May 31. Union workers returned to their jobs under an interim wage pact, pending arbitration of the fact-finders' recommendations.

ANNUAL REPORT—The City of Richmond —a composite of industrial commercial and residential development—is featured on the cover of the AC Transit 1969-70 annual report. A drawing of the "new look" on Macdonald Ave. sets the tone for the "city of many faces." A copy of the report may be obtained by phoning executive offices, 654-7878.

Work progresses On conversion of Bus to steam power

DEMONSTRATION — Burner test, to regulate ratio of air and fuel into combustion chamber, is explained by William M. Brobeck, president of engineering firm building steam power system for installation on AC Transit bus. From left is A. R. Lucchesi, maintenance manager, and Alan L. Bingham, general manager, AC Transit.

STEAM AHEAD — Carl Szybalski, above, inspects boiler coils, while Barney Becker welds away at 1500 feet of tubing represented in boiler. Allan Pollock measures hand-made frame rod for steam engine. The federally-funded project will demonstrate potentials of steam power in reducing bus emissions and noise.

Preliminary proposals

Bus rerouting to BART under review

Twenty-four existing bus lines in southern Alameda County would be rerouted to coordinate with BART service under preliminary proposals advanced by AC Transit.

Express bus service between south county and downtown Oakland and San Francisco would be abandoned.

Two new lines would be inaugurated to further improve direct BART feeder service.

These were among proposals reviewed by AC Transit Board of Directors at the first of four briefing sessions on preliminary rerouting plans. The first meeting was devoted to realignment of bus lines in Castro Valley, Hayward, San Leandro and San Lorenzo.

A second session would consider preliminary service proposals for Alameda, Emeryville, Oakland and Piedmont. A third meeting will be devoted to Albany, Berkeley and Kensington, and a fourth, to proposed reroutings in El Cerrito, El Sobrante, Richmond and San Pablo.

Direct service

Rerouting has been planned to take full advantage of the high-speed potential of future BART operations.

Direct feeder bus service would be provided between the four rapid transit stations in Hayward and San Leandro and the numerous residential neighborhoods, public buildings, shopping and industrial districts and recreational facilities.

Direct service is proposed between BART stations and the California State College at Hayward, San Leandro City Hall and Alameda County office buildings. Chabot College would be served by four lines. Hayward Civic Center would be connected to downtown Hayward station by three lines.

The realignment also would provide direct feeder service for area hospitals, including Eden in Castro Valley; Kaiser and St. Rose in Hayward; Fairmont, San Leandro and Doctors hospitals in San Leandro, as well as a number of convalescent hospitals and other medical facilities.

Express lines and transbay lines would be cut back except in the MacArthur corridor—and service rerouted to nearest BART station. All local lines would be rerouted where required in order to service BART facilities.

The San Francisco-MacArthur Line N would continue operation, but the San Leandro terminal would be extended to provide feeder service to the San Leandro BART station from the Bancroft area north of Estudillo Ave.

In addition, the downtown Oakland commuter express Line 34A would continue operating over MacArthur from Estudillo. Major trunk lines running on East 14th Street would continue present routing to provide through local service along this corridor.

A new line would provide crosstown and BART connector service to the Sybil Ave. area of San Leandro. Another new line would connect San Lorenzo, Washington Ave. area of San Leandro and San Leandro BART station.

Two years of staff work has been involved in the proposals, but plans will not be finalized by the AC Transit directors until the public has a chance to study and comment on the new network.

NEW PATTERN OF SERVICE—Map on following pages shows preliminary proposals for rerouting AC Transit bus lines to serve BART stations in Castro Valley, Hayward, San Leandro and San Lorenzo. Final decisions on realignments will not be made until after proposals are studied and public has a chance to comment on what the rider wants in way of future bus transit. Photo on cover is a Sunderland aerial photograph.

Preliminary proposals for realignment of
AC Transit bus routes
in
Castro Valley, Hayward, San Leandro, San Lorenzo
to serve
Bay Area Rapid Transit District stations
East Bay Local Lines
East Bay Express Lines
Transbay Lines
Hayward
30 80 81
81A 90 91
91A 92
South
Hayward
32 82
Bay
Fair
30 32 34CV
93 93A RCV
San
Leandro
30 36 50
36 81 81S
N NX RH

What the Editors are saying about transit

Tribune Editorial Page

AC Transit's Public Forum

Since the beginning of BART, it has been an undisguised expectation that AC Transit would need to drastically re-arrange its bus schedules to meld with the high speed electric train system.

There is obviously little purpose in scheduling buses to follow a route parallel to the trains but at a much slower speed. Yet an essential ingredient to BART's ultimate success is the feeder role AC can play in delivering passengers from far-flung suburban areas to the rapid transit stations.

With the first BART passenger service expected to begin between Oakland and Hayward in about a year, AC Transit staff members have already begun issuing a series of reports on how the bus service can be altered to serve BART. The first report, concerning service between Hayward-Castro Valley and downtown Oakland, has been made public. Others are expected soon for Oakland and both the Alameda and Contra Costa County parts of the bus system.

AC directors expect to discuss the route changes with BART directors, and hopefully full agreement can come from such joint sessions.

First, however, a public reaction is being sought. The plans for the new service are to be presented to city councils, boards of supervisors, neighborhood associations, chambers of commerce and civic groups.

The staff reports are designed to provide the most satisfactory service possible, but no one considers them final authority and beyond improvement.

It is important that public officials and civic leaders in the affected areas take maximum advantage of the AC offer and provide the largest, most diverse forums for public discussion of the plans.

BART and AC Transit need each other, but they both need happy riders, and this appears to be a most commendable way to get them.

Holiday bus to carry "Santa's Workshop"

Santa Claus, in all his red-robed splendor, will make an appearance in the East Bay on Friday, Nov. 27.

Riding in a sleigh pulled by tiny reindeer, Santa will broadcast his message of goodwill from the top of an AC Transit bus.

This will be the eighth year in a row that AC Transit employees have decorated a bus to help celebrate the holiday season. And, for the 31st time, Richmond Division Superintendent Nicholas P. Alevizos will play the part of Santa.

The theme of the Christmas bus this year will be "Santa's Workshop." The bus will make its initial appearance in cities from Richmond to Hayward, with Alevizos in the sleigh atop the bus broadcasting greetings to youngsters and oldsters alike and passing out candy canes.

Bus operator leads Successful drive For school field

Skies were overcast, but nothing could dampen the spirits of the hundreds of James Madison Junior High School boys and girls who turned out Nov. 3 to witness the dedication of their school's new track and turfed field.

After years of always being the "visiting" team, the Oakland school finally had its own track and field—largely through the efforts of the Madison Dad's Club. AC Transit bus operator Milton Hadden is president of the organization.

The team, however, will be hard put to exceed school records. Since 1960, Madison track teams have won 27 straight track meets and have been Oakland city champions nine years in a row.

One of the team's graduates is Oakland Raider halfback Charlie Smith.

"ON YOUR MARKS . . . GET SET . . ."—AC Transit bus operator Milton Hadden (with starter's gun) and Oakland School Superintendent Dr. Marcus A. Foster (looking at watch) prepare to start the first race on the newly dedicated track at Madison Jr. High in East Oakland. Operator Hadden is president of the Madison Dad's Club, which spearheaded efforts to finance the track and field for the school.

AC Transit employees help United Crusade

AC Transit employees, following established custom of helping others, have responded to the 1970 United Crusade.

According to the second progress report, early in November, more than two-thirds of the transit district's 1505 employees had signed pledge cards.

Hitting the 100 percent mark were: Bay Bridge terminal, building maintenance, transportation supervisors and union office employees.

Emeryville maintenance department had signed up 98 of 99 employees and was closely followed by Seminary maintenance with 92 percent and Richmond with 90 percent.

All other departments except one were above the 60 percent mark.

United Crusade is the Bay Area's annual "Give once for all" program to aid dozens of local charitable and social aid organizations.

Rabid Raider rooters ride buses

Despite a 6 p.m. kickoff which jammed more than 50,000 people into the Oakland-Alameda County Coliseum area at the peak of the commute hours, AC Transit was able to roll 84 buses to take Oakland Raider football fans to the nationally televised game with the Washington Redskins on Oct. 19.

A total of 4756 fans rode buses to the game—an all-time record for AC Transit. The drain on buses left only seven coaches not in use at the time. This was the lowest number of buses ever left in reserve at one time.

ALL CHOKED UP—Russ Beninger, center, manager of the charter department, proudly displays the trophy he won in the Emeryville Division's "Outrageous Tie" contest. Beninger's colorful "choker" was made for him by two teen-age daughters. Looking on are other contestants, from left: Bob Dunn, purchasing; Paul Jacobson, schedules, the runner-up; Beninger; Lou Bailey, charters; and Don Larson, schedules. Bailey added a wig.

Safety records keep falling

After exceeding AC Transit's new safe-driving goal of 13,250 miles per accident two months in a row, both Emeryville and Richmond division drivers proceeded to make it three in a row.

After that record, Richmond operators then made it four straight.

During September, Emeryville Division eased over the top with 13,262 miles per accident.

Richmond Division, in what is getting to be a habit, soared over the goal with 16,431 miles per accident during September and came right back with another "bogey-breaking" 15,573 miles per accident during October.

Veterans of transit service taken by death

Death claimed two AC Transit pensioners during September—Thomas F. Craig and H. O. Sumpter, both of Oakland.

Craig, 81, began his career as a trainman on June 1, 1925, and retired 23 years later on May 1, 1948, as a bus driver. He is survived by his widow, Dorilda, of 1945 - 104th Avenue.

He died September 5.

Sumpter, a motor coach operator from February 1, 1943, until his retirement on July 1, 1968, died September 18, just eight days after his 66th birthday.

Sumpter lived at 5439 Princeton St. His survivors include his widow, Ruby.

Business shows upward trend

Fare box revenue and passenger riding moved upward from August to September as the District continued to recover from effects of the June strike. However, figures still are below those of a year ago.

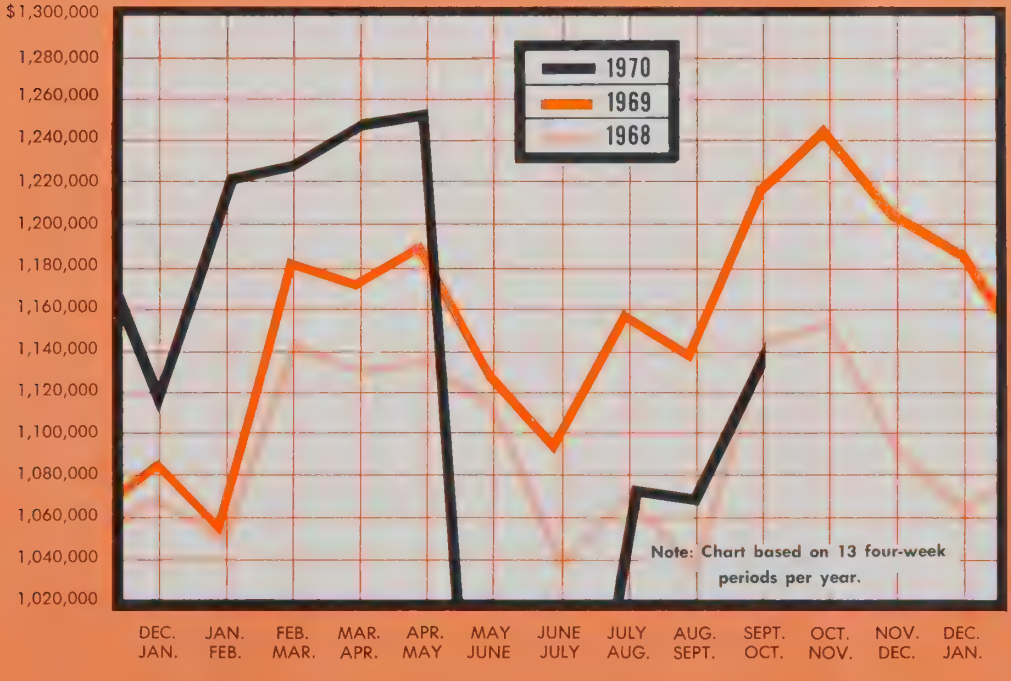
Passenger revenue during September was $1,212,578, *up* $55,945 *above last month, but still* $88,507 *below the* $1,301,085 *earned during September,* 1969. *This was a* 6.8 *percent drop from the year-ago figure. On East Bay lines, fare box revenue was* $655,118, *down* 10.38 *percent compared to the* $730,959 *collected during September,* 1969. *On transbay lines, revenue was* $557,460, *a drop of* 2.22 *percent from revenue of* $570,126 *collected during the same month last year.*

Commute book sales held steady with a total of $251,000, *compared to sales of* $251,390 *during September,* 1969.

The number of passengers carried was 4,087,010, *up* 378,925 *from the month of August,* 1970, *but still* 271,457, *or* 6.23 *percent below the* 4,358,467 *carried in September,* 1969. *On East Bay lines,* 2,936,931 *passengers rode AC Transit during September, down* 230,756, *or* 7.28 *percent from the* 3,167,687 *who rode during September a year ago. Transbay routes carried* 1,150,079, *off* 40,701 *or* 3.42 *percent from the September,* 1969, *figure of* 1,190,780.

Operating costs during September were $1,749,610, *up* $188,990 *or* 12.11 *percent above costs of* $1,560,620 *during the same month in* 1969. *AC Transit operated* 2,025,020 *miles of service during the month, up* 13,663 *miles or* .68 *percent from the mileage of* 2,011,357 *for September,* 1969.

Total income of $1,956,987 *covered operational costs and left a surplus of* $11,986 *after meeting full bond debt requirements.*



Actions of the Board

At an adjourned regular meeting Oct. 28, the Board of Directors:

• Authorized General Manager to serve as consultant for Tudor Engineering Co. on proposed transit study, on motion of Director Copeland.

* * *

At a regular meeting Nov. 12, the Board of Directors:

• Approved job description for full time radio technician, on motion of Director Copeland.

• Approved extension of additional peak hour commute service for Bay Farm Island residents and establishment on trial basis of Sunday service on Line 69A in San Pablo, on motion of Director Bettencourt. (See story below.)

Transit-Times

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Joseph McCord, Editor

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Buses added to meet Commuter growth

Growth in commute patronage between Alameda and San Francisco resulted in scheduling of service improvements for November and December.

An additional bus was added to service on Line W-1 in November, leaving the Transbay Transit Terminal, San Francisco at 5:11 p.m. and arriving at High St. and Otis Dr. at 5:49.

Residents of Bay Farm Island will receive additional service Dec. 7, when a new morning commute trip is inaugurated. Two afternoon peak-hour trips also will be extended for the convenience of returning patrons.

The additional a.m. trip on Line W-1 will leave McCartney Rd. and Verdemar Dr. at 7 a.m., adding to present service operated by a bus leaving the same location at 7:23 a.m. The return trips from San Francisco will leave the terminal at 4:50 p.m. and 5:10.

Two new buses were added to Lines K and N local service to accommodate growing patronage from apartment house dwellers living in the Lakeshore-Lake Merritt areas.

Additional buses also were added to transbay Line L-San Francisco express service and to El Sobrante transbay operations, as result of continuing growth in patronage from west Contra Costa County.

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Vol. 13 No. 6 December 1970

Transit-Times

St. Nick rides again with Message of hope — and cheer

FIVE GOOD MONTHS — Richmond Division operators bettered the safe-driving goal for five months in a row, so Santa rewarded them with coffee, doughnuts and candy canes. Getting their cups filled are, from left: Ira Fuller, Vic Bright, Wardell Miles, Jess McGowan and Bud DeSoto. Santa is Richmond Division Superintendent Nick Alevizos.

District has "safest driving" year

A new safe driving record was set by AC Transit operators during the first 11 months of 1970—13,009 miles per accident.

The record tops last year's 11,428 safe driving miles and is a dramatic change from the 9,041 miles per accident established by bus drivers in 1961, first full year of AC Transit operations.

Richmond Division operators led by topping the new goal of 13,250 miles per accident for five months in a row. Their latest mark, for November, was 15,054.

Also earning free coffee and doughnuts for exceeding the goal in November was Emeryville Division, with 13,828 miles per accident. Emeryville drivers topped the goal four months out of five since July, when the new mark was set.

COVER—Nicholas P. Alevizos, AC Transit's Santa Claus, arrives on bus top to bring holiday greetings to all. Photos on Page 12 tell the story.

During the year, Richmond operators went over the top every month except March. June wasn't counted because of the 19-day strike.

New buses ordered to meet rider growth

AC Transit hoped to start the New Year with 15 new buses equipped with experimental smog control kits and more attractive interiors.

Another 15 are expected to be delivered in the late Spring, aiding the system in keeping up with growth.

Purchase of the 30 buses is in line with the property's projections of how many coaches will be needed for the network requirements when BART goes into operation.

A strike at the General Motors plant held up the delivery of the first 15, which were awaiting finishing touches when facilities were shut-down.

In the meantime, directors approved exercising an option for an additional 15 buses, at a cost of $539,000.

Along with anti-smog packages, all of the buses will have ceiling paneling to the top of standee windows, eliminating traditional advertising frames.

Five of the new buses will have the complete Environmental Improvement Program package, including an improved fuel injector, air filter, rubber engine mounting to reduce noise and a vertical exhaust stack to eliminate diesel exhaust odors.

The other 25 will have the anti-smog kit, except for the catalytic muffler.

Directors approved purchase of the additional 15 coaches after Alan L. Bingham, general manager, said lack of equipment would pose serious operating problems, with either an increase in maintenance expense because of over-time work or a change in policy of providing "seats for all passengers."

Senior citizens keep low fare

The ten-cent fare for senior citizens on AC Transit buses during off-peak hours will continue for at least one more year.

Continuation of the fare reduction for persons over 65 was approved for an additional year by the District's Board of Directors this month.

At the same time, a campaign was launched to obtain state and federal help to offset the costs of local transportation assistance for the elderly.

State Senator Nicholas C. Petris, Alameda County Democrat, pledged he would sponsor legislation to obtain state financial aid and also encourage assistance on the federal level.

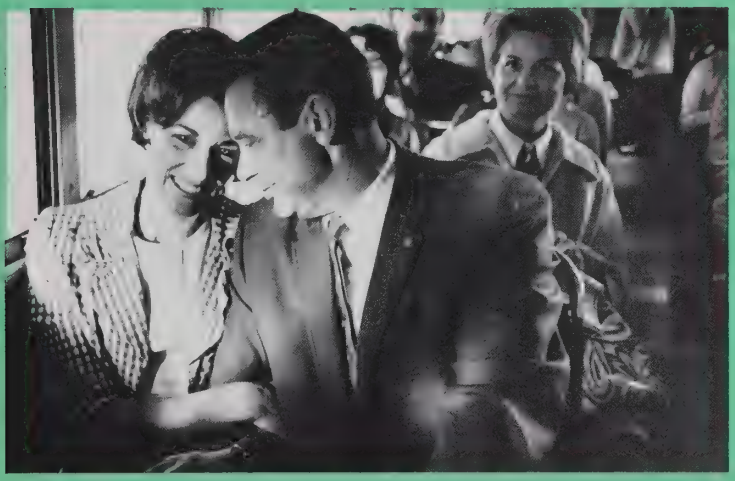
The reduced fare was inaugurated for a one-year trial period on Jan. 1, 1970, and would have expired Dec. 31 without board action to extend it.

Warren E. Robinson, transportation engineer for AC Transit, reported at the meeting that riding surveys taken during 1970 showed no appreciable increase in riding on the part of people over 65, although there was some increase in certain areas and on certain lines.

The loss in revenue to the district, with no significant increase in riding on the part of senior citizens, was estimated at $496,500 for the year.

Under the special fare rate, senior citizens who present Medicare cards or special AC Transit identification cards can ride East Bay buses for 10 cents between 9 a.m. and 3 p.m. and from 7 p.m. to 3 a.m. on weekdays, and around the clock on weekends. The 10-cent fare also is in effect on major holidays.

No zone charges are made, permitting oldsters to roll up some of the longest rides in transit history, from Hayward in Alameda County to San Pablo and El Sobrante in west Contra Costa County.



"W" STANDS FOR WEDDING—Mr. and Mrs. Robert Brough were regular commuters aboard AC Transit's Alameda South Shore Line W-1 when a chance encounter led to the discovery of a mutual interest in boating, a date and, finally, a marriage proposal. The wedding, the second for both, took place last month.

Rerouting proposals

Preliminary plans to serve BART stations under study

A NETWORK of 82 AC Transit bus lines would provide service to BART stations in Alameda and west Contra Costa counties, under preliminary rerouting proposals currently being studied.

The entire present system of 112 bus lines was analyzed to develop initial plans for serving the 18 BART stations in AC Transit's 11-city service area.

This is what has been proposed for East Bay communities:

1. Forty-five local lines would be realigned to serve one or more BART stations.
2. Sixteen local lines already serve BART station sites and would not have to be rerouted.
3. Two new local lines would be inaugurated to take riders direct to BART (50) (81S).
4. Seven small East Bay neighborhood lines would continue to provide purely local service. (46) (46A) (56A) (59C) (63) (71) (87).

East Bay intercity express lines would be affected as follows:

1. Of the ten existing express lines, two connecting Albany, Oakland, Berkeley, El Cerrito and Richmond would be abandoned (31) (33).
2. Four express lines serving San Leandro and Hayward, Castro Valley, San Lorenzo area would be cut back to provide connector service to neighborhood BART stations (30) (32) (34CV) (36).
3. Four intercity express lines would continue in operation, two connecting the MacArthur Blvd. corridor with Oakland (34) (34A). One would connect the Bancroft Ave. area and East 14th St. with Oakland (38). The fourth provides commute service from the east end of Alameda to downtown Oakland (33A). All would serve BART stations.

The 38 transbay lines operated by the District would be affected as follows:

1. Seven transbay lines would be abandoned. (FX) (KH) (LX) (RD) (RF) (S) SW).
2. Five lines would be cut back, to serve instead as connectors to BART stations (A-1) (A-2) (R) (RCV) (RH).
3. Ten transbay lines would have triple functions, providing connector service to BART stations, local service, and transbay service for areas not conveniently served by BART (F) (C) (E) (H), (HX) (K) (L) (N) (NX) (T).
4. Sixteen would continue under present routing. Of the sixteen, only two are basic routes (B) (O). The others operate during commute hours only (BX) (CBX) (CHX) (EX) (FXX) (G) (GX) (L-1A) (L-2A) (N-1X) (OX) (W) (W-1) (V).

The suggested network was planned with the goal of retaining present riders, while attracting additional passengers from cars through more convenient service, no matter what mode of public transportation was used.

A primary objective was to utilize, to full advantage, the high speed potential of BART operations. At the same time, careful consideration was given to meeting other transit needs in and between neighborhoods and communities.

Network rerouting would directly link residential neighborhoods, shopping and industrial districts, public buildings, hospitals, medical facilities and recreational activities.

NETWORK OF FUTURE?—Detailing proposals for realigning AC Transit bus lines to serve future BART stations are, from left, E. Sam Davis, manager of research and planning, and Alan L. Bingham, general manager.

Direct connector service also would be provided for a number of schools, including the California State College at Hayward, Chabot College, Mills College, Alameda College, University of California and Contra Costa College.

Proposals have been submitted to numerous public agencies, including supervisors, mayors and city councils, and to organizations, to aid in determining what the people want in the way of future bus service. After public suggestions are considered, AC Transit directors will adopt final rerouting plans.

Directors early last month analyzed preliminary realignment plans in southern Alameda County. They then reviewed proposals for the following areas:

Alameda, Emeryville, Oakland, Piedmont

A total of 38 bus lines serving the four communities would be realigned to coordinate with BART service. Another 23 lines already serve BART station sites.

Ten transbay lines to San Francisco would either be abandoned or realigned to provide feeder service to BART stations. Transbay service would continue to be operated in those areas not as conveniently served by BART.

Realignment proposals are:

ALAMEDA — All intercity East Bay lines serving Alameda would provide connector service with either Fruitvale or 12th St. BART stations in Oakland. Four existing transbay lines would continue in operation due to relatively rapid travel time. High St. line (79) would be realigned to provide full-day service between Bay Farm Island and Fruitvale BART station. Park St. line (64) would serve Fruitvale station.

EMERYVILLE —— Service extensions on two lines would connect industrial area with MacArthur and Ashby BART stations. Local service would continue along San Pablo Ave.

OAKLAND — A small line in Montclair, one in Maxwell Park and three along Arthur St. on 82nd Ave. in East Oakland would continue to provide local neighborhood service exclusively. The remaining 42 local lines would operate to BART stations. Express and transbay service along MacArthur Blvd. corridor would continue, as well as transbay commuter service to Montclair, due to distant location of nearest BART station.

(Continued on Page 6)

Rerouting

(Continued from Page 5)

West Oakland would be connected with West Oakland BART station, 12th St. station and MacArthur station. Oakland International Airport would be directly served by Coliseum BART station with extension of MacArthur Blvd. line (57C).

PIEDMONT — Seven existing local and transbay lines would connect with either MacArthur, 19th or 12th St. BART stations in Oakland. Service on Piedmont transbay line (C) would be cut back to MacArthur station and then rerouted to West Oakland station, except for alternate through trips to San Francisco during commute hours. Piedmont commuter express (C-HX) to San Francisco would continue in operation, due to relatively rapid travel time.

Albany, Berkeley, Kensington

Fourteen existing lines serving the three communities would be realigned to coordinate with BART service. Another six lines already serve BART facilities and would not require rerouting.

Four transbay lines would have triple functions, providing transbay service, local service and connector service to BART. Transbay service would continue in those areas not as conveniently served by BART.

Realignment proposals are:

ALBANY — The length of the San Pablo business district would be directly connected with El Cerrito and North Berkeley BART stations. East Bay lines serving Solano and Santa Fe Aves. would be rerouted to North Berkeley station. Existing transbay service operating along Solano Ave. would connect with Berkeley and Ashby BART stations. Other transbay commuter lines would continue in operation, due to relatively rapid travel time between Albany and San Francisco.

BERKELEY — Existing local lines would provide direct service from various neighborhoods to closest BART facilities. A major inter-city line, operating along the San Pablo Ave. corridor, would continue to provide local service exclusively. Transbay service would continue to be provided by five lines from West Berkeley area, due to relatively rapid travel time. North Berkeley would be connected by feeder bus service to North Berkeley BART station. The Claremont district would have feeder service to the BART Rockridge station. Direct commute hour express service also would be operated to San Francisco, because of relatively rapid travel time.

KENSINGTON—Direct service would be provided to downtown Berkeley BART station and, during commute hours, to North Berkeley station.

El Cerrito, El Sobrante, Richmond, San Pablo

Fourteen existing bus lines would be realigned to serve the three rapid transit stations in west Contra Costa County.

Several transbay lines to San Francisco would be realigned to provide feeder service to BART stations, while continuing to provide local and transbay service. One transbay line would be abandoned, while two commuter lines serving El Sobrante would continue because of relatively fast travel time.

Realignment proposals are:

EL CERRITO — Existing local and transbay lines would provide connector service to BART stations. Intercity service along San Pablo Avenue would connect business districts and civic facilities with nearest BART station. Re-

MAPS on following pages show preliminary rerouting plans for cities in central Alameda County and cities from Berkeley, north to San Pablo.

alignment of hill area lines would give riders direct service to Richmond BART station or El Cerrito Plaza station. Existing transbay service would provide feeder service to the Del Norte station, then continue via present routing due to relatively rapid travel time. Extended commute hour transbay express service along Arlington Ave. (H) (HX) would operate to North Berkeley BART station. Extended local service along Arlington (7) would operate to the BART station in downtown Berkeley.

EL SOBRANTE – Local lines to downtown Richmond would continue on present routing, but would be realigned to serve the Richmond BART station. Transbay commuter lines would continue to operate as at present, because of relatively rapid travel time.

RICHMOND – Direct service would operate between the Richmond BART station and north Richmond, East Richmond Heights, Point Richmond and Richmond Civic Center. Parchester Village, north Richmond and the industrial area along Cutting Blvd. would be connected with Del Norte station in El Cerrito. Transbay commuter service would continue to operate along 23rd St. and Carlson Blvd. due to relatively rapid travel time. The major existing transbay line serving Richmond (L) would provide connector service to the Del Norte BART station.

SAN PABLO – Local service along San Pablo Ave. would be extended to serve the Del Norte and El Cerrito Plaza BART stations. Existing local service would continue to downtown Richmond, serving the Richmond BART station. Existing transbay commuter service would continue, due to relatively rapid travel time.

THE ONLY WAY TO WAIT—A new-type bench, installed in front of the Alameda City Hall, is tried by Mrs. Barbara Anderson and her daughter, Jennifer, 14-months. The bench, of pre-stressed concrete, is an experimental model being tested by AC Transit for practicability, as well as "good looks." Mrs. Anderson is a former Miss Oakland.

Preliminary proposals for realignment of
AC Transit bus routes
in
Alameda, Emeryville, Oakland, Piedmont
to serve
Bay Area Rapid Transit District stations
East Bay Local Lines
East Bay Express Lines
Transbay Lines
Rockridge
Ashby
MacArthur
19th Street
12th Street
Lake Merritt
Oakland West
Fruitvale
Coliseum
San Leandro

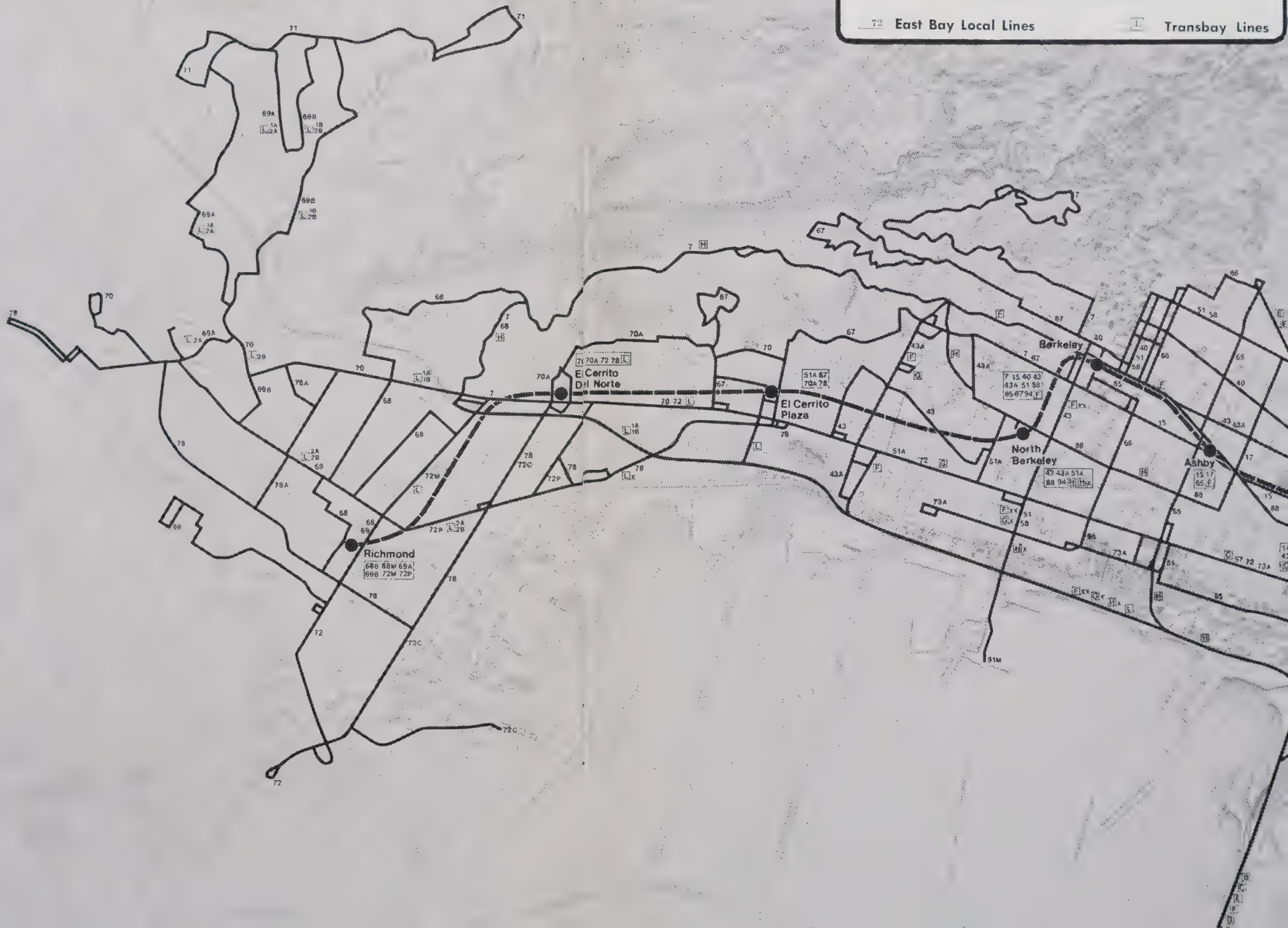
Preliminary proposals for realignment of
AC Transit bus routes in

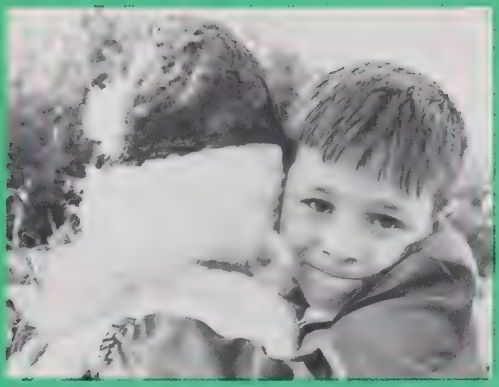
Albany, Berkeley, Kensington
El Cerrito, El Sobrante, Richmond, San Pablo

to serve
Bay Area Rapid Transit District stations

72 East Bay Local Lines

T Transbay Lines





JOY OF CHRISTMAS–If ever one picture summed up the happiness of Christmastime, this photo of Abel Garcia, 7, San Leandro, tells the whole story.

CANDY IS DANDY–It didn't take Nick Alevizos long to win the heart of Nancy Williams, 4, of Berkeley. The Santa Claus suit helped, though.

TELLING SANTA ALL–Anthony, 4, and Lillus Walker, 6, share secrets with Santa when the holiday bus stopped in downtown Oakland. At each stop, Santa climbed down from his sleigh mounted atop a decorated bus.

A SERIOUS CONVERSATION–Nick and Michael Johnson of Piedmont had a "Santa to boy" talk on Broadway in Oakland. The trip, which took an entire day, was AC Transit's way of bringing holiday greetings to its riders.

ENOUGH CANDY CANES FOR ALL–This scene in East Oakland was duplicated many times over when AC Transit's own Santa Claus distributed candy canes at numerous East Bay stops–a District tradition of eight years. Santa was aided by two women drivers, Mrs. Adele Bosco of San Leandro and Mrs. Priscilla "Pat" Grap of Fremont.

Veterans hit retirement trail

They'll be no more bus directing at the Transbay Transit Terminal by one of the greatest transportation men of them all, *C. M. "Johnny" Walker.*

Walker, whose 45½ years as a transportation superintendent is considered a record on the property, turns in his brass effective January 1, 1971.

There's little in transportation in the era of the Key System and AC Transit that Johnny hasn't done. But he is best remembered by commuters as the man who stood outside the Transbay Transit Terminal in San Francisco every afternoon, waving buses to the right lane.

Walker, who has been on sick leave, started as a street car conductor at the Central Car House on May 20, 1925. He later worked as a motorman and when one-man street car operation began in 1930, worked the combination.

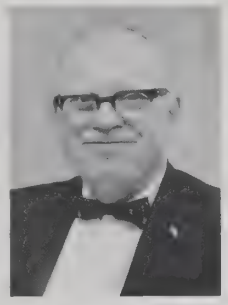
Shipyard railway

That same year, Johnny went to the Key System pier as a brakeman on the trains and the next year, moved up front as a motorman. In 1932 he went into the office as receiver, then became chief clerk. In 1938, it was back to the pier as trainmaster. In 1942, Walker was made assistant superintendent and took over one of his biggest jobs—operating the railway that took workers to the shipyards from Oakland to Richmond.

Johnny, who stripped wires from the abandoned Southern Pacific line on Bay Bridge to get the railway into operation, remembers the brawling aboard the trains and the gambling games that were "raided every now and then by police," but he kept the trains running until 1946 —the same year he was named superintendent.

Over the years, Johnny remembers the time the Key System pier burned; the fires that stopped trains on the bridge, suicides off ferry boats and a number of accidents that jammed schedules.

But he also recalls, with pride, that buses have rolled in and out of the terminal—300 between 4 and 6 p.m.—without "any problems. There's been no trouble at all."



C. M. Walker

He and his wife, Idella, of 1730 Pacific Ave., Alameda, plan now to do some traveling to see two great - granddaughters in Lexington, Ky.

Preceding Walker into retirement recently were two 25-year veterans of Key System and AC Transit, *Harold F. Ransford* and *William F. Locke.*

Ransford, 55, started with Key System Transit Lines in July, 1945, and retired in October after a quarter century as an operator. He has since moved to Nevada.

Locke, a 62-year-old mechanic, retired last month with 25 years of service, although his original starting date with Key System was 35 years ago in 1935. He quit once, came back and then left again during World War II to build ships.

Locke has many memories of his years in transit, but one of the outstanding incidents is the time he wound up at the controls of a Key System train as it crossed the Bay Bridge in a dense fog.

As a mechanic, he had maneuvered a "head-end fill" car into place on one of the bridge trains. The next thing he knew, the train was heading across the bridge and he was at the controls.

"The fog was so thick, I absolutely could not see where I was going," Locke recalls. "I was shaking by the time the regular operator took the controls away from me, but he didn't seem to be bothered by the fog at all."

Locke is spending his retirement at home at 17526 Parker Rd., Castro Valley, "until next Spring, when I will try to talk my wife into driving with me to Alaska."

NEW RECORD—Employees of purchasing and stores department share recognition for working five years with no lost time due to job injuries—a record achievement. From left, seated: Tony Moreno, Howard D. Beebe, department manager; Alan L. Bingham, general manager; William Morris, district manager of State Compensation Insurance Fund. Standing, from left: Edward Vigil; John Abeyta; John Krajcar, Thomas McIntyre, Robert Dunn; Jason Alexander, Gerald Flanery, claims department, State Fund; John Cook, also from State Fund; Victor McNeely, George Akers, Mary Chiocca, Edward Keaton, Louis Gilmore, Lex Patton, Olivia Amaral, Gordon Wadsworth, safety engineer (at rear) and Edward Rogers.

Workers set record for safety

Employees of purchasing and stores department were treated to coffee and doughnuts when they worked their first year with no lost time due to on-the-job injuries.

This year, they tallied a five-year record and were hosted at a glamorous Polynesian luncheon by H. D. Beebe, department manager.

Now they are looking forward to another five years of safety—and Beebe's answer to the "trip to Hawaii" he promised all if they worked 10 years without an accident.

The plaque for five years without lost time from job injuries was presented by William Morris, district manager of the State Compensation Insurance Fund.

It was the first five-year plaque given by the fund for a department turning in such a record, Morris said.

"The award is a gesture in recognition of the goals you have accomplished. That's a real goal—and it's drawn you close together," Morris told members of the department.

Alan L. Bingham, general manager, responded that "safety is important because it's important to you. You have managed through your own conduct to keep yourself well. That's what you've accomplished."

Beebe also reminded the workers they handled thousands of items and tons of material and a "lot could be said" for their right attitude toward their jobs, in working in a safe manner.

The department has worked 209,200 hours without a personal injury. Five more years and it's "Aloha, Hawaii."

Upward trend in riding continues

Fare box revenue and passenger riding during October continued the steady upward trend of recovery from the effects of the June strike, but the highs of a year ago were not quite reached.

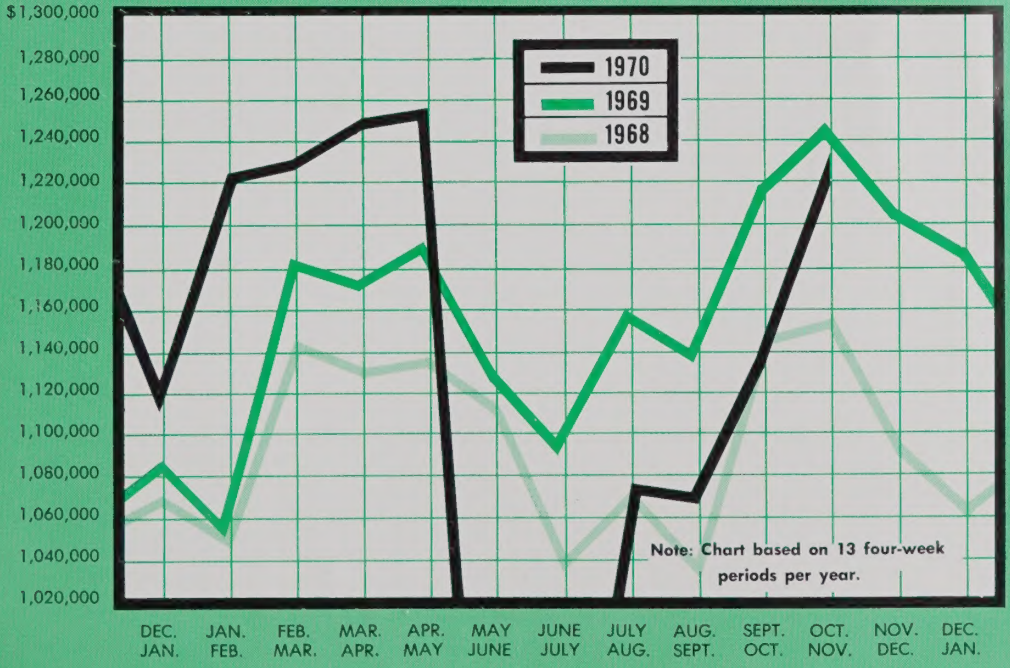
Passenger revenue during October was $1,349,669, *up* $137,091 *above September, but still* $60,309 *less than the* $1,409,978 *earned during October,* 1969. *The total was* 4.28 *percent below the year-ago figure. On East Bay lines, fare box revenue was* $735,336, *down* $53,331, *or* 6.76 *percent, compared to the* $788,667 *collected during October,* 1969. *On transbay lines, revenue was* $614,333, *down* 1.12 *percent from revenue of* $621,311 *during the same month last year.*

Commute book sales were $272,734, *down* 4.6 *percent from sales of* $285,994 *during October,* 1969.

AC Transit buses carried 4,662,939 *passengers during October, a jump of* 575,929 *in one month, but still* 213,607, *or* 4.38 *percent, below the* 4,876,546 *carried in October,* 1969. *On East Bay lines* 3,343,150 *passengers rode during October, down* 154,887, *or* 4.43 *percent, from the* 3,498,037 *who rode during October a year ago. Transbay routes carried* 1,279,028, *off* 28,305 *or* 2.17 *percent from the October,* 1969, *figure of* 1,307,333.

Operating costs during October were $1,777,908, *up* $164,526 *or* 10.20 *percent above costs of* $1,613,382 *during the same month in* 1969. *AC Transit operated* 2,166,209 *miles of service during October, down* 5,600 *or* .26 *percent from the October,* 1969, *mileage of* 2,171,809.

Total income of $2,126,188 *covered operational costs, depreciation and bond debt requirements, leaving a surplus of* $153,008.



Actions of the Board

At an adjourned regular meeting Nov. 19, the Board of Directors:

• Authorized General Manager to exercise option with General Motors for purchase of 15 additional buses, on motion of Director McDonnell. (See story, Pg. 2)

• Adopted revised 1970-71 operating estimate, on motion of Director Rinehart.

• Proposed AC Transit representation on Metropolitan Transportation Commission, in letters to Boards of Supervisors and Mayors' Selection Committees, on motion of Director Copeland.

* * *

At an adjourned regular meeting Dec. 2, the Board of Directors:

• Authorized Maintenance Department staff member to accept 1970 Fleet Owner Maintenance Efficiency Award, on motion of Director Rinehart.

* * *

At a regular meeting Dec. 9, the Board of Directors:

• Authorized General Manager, Attorney and Board President to attend meeting with congressmen on status of regional planning and effect on federal grants, on motion of Director Rinehart.

• Adopted resolution declaring results on Nov. 3 election of four directors, on motion of Director Rinehart.

• Continued reduced senior citizen fare for another year, on motion of Director Bettencourt. (See story, Pg. 3)

Transit-Times

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Joseph McCord, Editor

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GEORGE M. TAYLOR . Assistant General Manager . . . for Administration and District Secretary
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ROBERT E. NISBET . . . . . Attorney
DONALD J. POTTER . . . Transportation Manager
WARREN E. ROBINSON . Transportation Engineer
ROBERT D. TOUGH . . . Treasurer-Controller
GORDON G. WADSWORTH . . Safety Engineer

Union officers re-elected to posts

Incumbent union officers were re-elected by union members in December.

With the election, Edward A. Cordeiro will remain as president of Amalgamated Transit Union, Division 192. He was opposed by former president Louis F. Bone and operator Robert R. Blair.

Also re-elected were: William F. McClure, financial secretary; James C. Thomas, vice-president and maintenance business agent; and George Garcia, vice-president and operations business agent.

Recording secretary Mike Chuba was unopposed.

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